ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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APRIL 1964

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• **FRONT COVER:** FIRE DOWN BELOW—Many tasks must be accomplished, both above and below decks, to make a ship ready for getting underway. Robert A. Brown, FA, USN, is shown here lighting off a boiler in USS Midway (CVA 41).

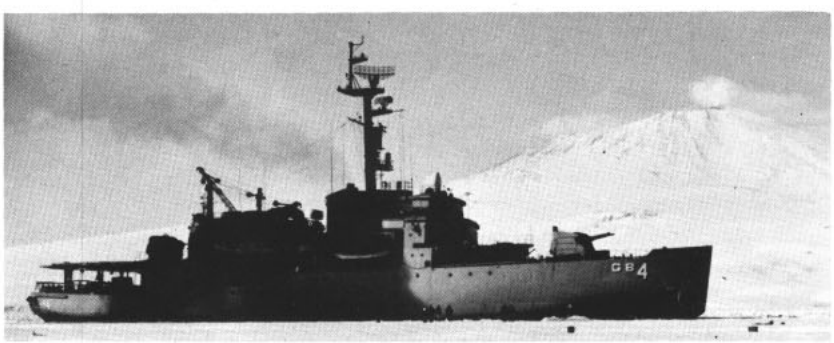
• **AT LEFT:** STATION TO STATION—Destroyers accompanying the attack aircraft carrier USS Independence (CVA 62) begin a maneuver which will lead to newly assigned stations, during operations in calm seas off the U. S. coast.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

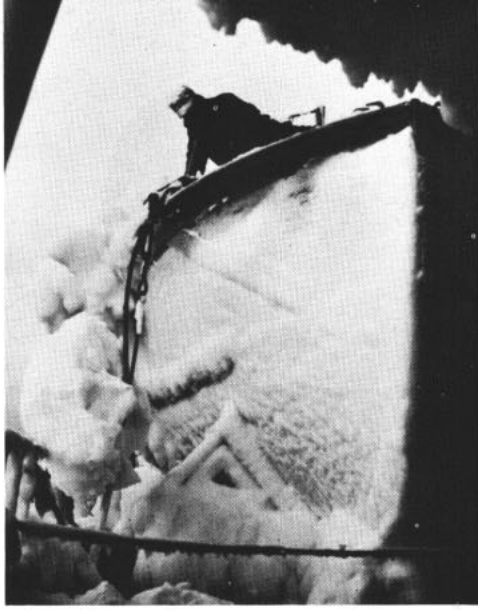
USS Burton Island (AGB 1)

USS Edisto (AGB 2)

USS Atka (AGB 3)



USS Glacier (AGB 4) Below: USS Staten Island (AGB 5)



STORM leaves *Edisto* covered with ice.

Breaking

NAVYMEN STATIONED on icebreakers have a nerve-wracking occupation. They are never oblivious to the incessant jolting, pounding and grinding caused when tons of steel crush against tons of ice, and they never cease to imagine that the bottom of their barrel-shaped ship has just been scraped off.

But they learn to work, eat and even sleep while the ship powers its way through 10- to 20-foot-thick ice, sometimes packed solid, sometimes floating, in the most desolate areas of the world.

Nerve-wracking though it may be, icebreaking is an important job. The men and ships doing it play a leading role supporting scientific programs in the polar regions.

Icebreakers open the way for other ships in icebound regions, and they perform a variety of other tasks. Sometimes they carry supplies and fuel to frozen outposts. Sometimes they carry scientists in their search for more complete information on the oceans.

The going is never easy for icebreaker crews. Their ship may spend many months out of port as a matter of routine. And the ride may be just as rough in normal seas as it is while the ship plows through the ice, for an icebreaker has a round bottom and no bilge keels. This design enables it to carry out its icebreaking duties, but the lack of bilge keels to stabilize the ship causes an AGB to roll excessively in normal waters.

BLOW OUT—*Burton Island* blasts through ice. *Rt: Atka* pushes 1.5 million-ton berg from McMurdo Sound channel.

Through the Ice Barrier

As a partial remedy to this situation, Navy icebreakers have a passive anti-roll tank which somewhat reduces the roll action of the ship. The tank is approximately half full of diesel oil and has a series of baffle plates which retard the rush of oil as the ship rolls to port or starboard, thereby creating a moment to counteract and dampen the roll.

When the AGB reaches icebound waters the two helicopters it carries are sent ahead of the ship to scout for leads in the ice pack. To crush through the ice pack, the ship rams the ice and slides up onto it. The weight of the ship breaks the ice. Then the ship backs off and repeats this procedure over and over. The speed of progress depends on the thickness of the ice.

Should a ship get stuck on top of the ice, special ballast systems make it "roll" and eventually slide back off, or failing this, demolition experts must disembark and blast the way clear.

One of the biggest problems encountered by the icebreakers, as well as other ships on polar expeditions, is icing. This adds topside weight and places extra weight on all exterior fittings. Most all topside work, such as launching helicopters, must be preceded by clearing the ice. An AGB carries dry provisions to last the crew for over 300 days of steaming, and frozen meats and food for 200 days. Heavily insulated throughout, the ship provides comfortable living conditions for a crew averaging 230.

The extra provisions are a precautionary measure – in this battle against nature one never knows when nature will take a swipe back. Take the case of USS *Burton Island* (AGB 1), for example. She became stuck in the ice in Weddell Sea, off the coast of Antarctica, in the winter of 1956. She was held fast in the ice for two weeks, from Christmas Eve to early January, before she managed to break loose.

Altogether, the U. S. Navy has five icebreakers. They are USS *Burton Island*, *Staten Island* (AGB 5) in the Pacific Fleet, and USS *Edisto* (AGB 2), *Atka* (AGB 3) and *Glacier* (AGB 4) in the Atlantic Fleet. All but *Glacier* are *Wind* class. *Glacier* is the newest and most powerful, having been commissioned in 1955.

Burton Island has been breaking ice for over 15 years. She has made 19 Arctic voyages and five to the Antarctic. During these years she has proven herself to be very good at her job.

During Operation Deep Freeze '60 she became the first surface ship to penetrate the Bellingshausen Sea, for which action her crew was awarded the Navy Unit Commendation. She has been on winter operations in the Bering Sea between Russia and Alaska. When the ship arrived off Nome, Alaska, in February 1949 the Alaskans could hardly believe their eyes. No ship had ever been there in the winter.

When you think there are few, if any, unconquered frontiers left in this world, an icebreaker crewman will quickly enlighten you on the subject. He sees them often.

BUSINESS END—*USS Staten Island* runs up on the ice while clearing the way.

PRs CHUTE THE WORKS

THEY PACK NAVY LIFE

NAVY'S PARACHUTE RIGGERS are a busy group who work at their job with the constant realization that lots of lives depend on it.

Packing a parachute is not a procedure that's particularly difficult to learn. It does, however, require patience. The folds and ties must be made with the just-so touch of a perfectionist. If a chute is packed properly, it will work. The parachute rigger, or PR, sees to it that it does.

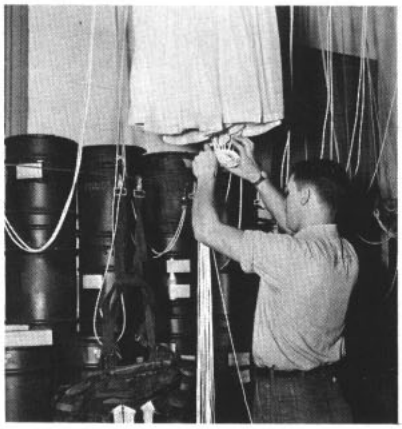
The PR rating was established in 1942. Before World War II, aviation machinist's mates and aviation metalsmiths handled parachute rigging chores along with their other duties.

With the war came more and better aviation survival equipment items, and the need for Navymen specially trained to maintain and repair them.

Schooling for PRs is conducted at Lakehurst, N. J. The "A" school course, which takes 16 weeks, gives PR strikers thorough training in maintenance, inspection, and repair of various survival items carried aboard Navy aircraft.

Parachute rigging, as such, is only part of the PR's job. For example, he may be required to pack a one-man life raft and accompanying sea survival gear into the parachute package for flights over water.

The PR works with everything from complicated oxygen regulators and carbon dioxide and oxygen shop transfer and recharge equipment, to anti-g suits, exposure suits, and protective headgear.



LIFE SAVER—Navy parachute rigger checks chute at NAAS, Whiting Field.

Examples of the PR at work may be found at any naval air station, or on board any aircraft carrier. The dozen or so riggers at Whiting Field, near Pensacola, Fla., account for the repair and packing of approximately 800 parachutes, plus associated survival equipment items. (During one 12-month period, eight of the 800 chutes were used under emergency bailout conditions by student pilots and instructors. Eight were saved.)

At NAS Atsugi, Japan, PRs inspect and rig about 700 chutes per month, in keeping with the Navy requirement that each chute be unpacked, inspected, and repacked every 60 days, whether or not it's been used.

Rigging the chute itself is a methodical process. First, it's inspected. All components are checked for defects. Weak stitching is reinforced. Holes, tears, and chafed areas are mended. Special attention is given the ripcord assembly (a pull of 22 pounds or less should be able to open the pack). Only if it's in top condition will the chute be folded, and packaged for use. After it's packed the PR dates and signs a data card which always accompanies the parachute.

In keeping with the credo "pack every chute as though you are going to use it yourself," each PR "A" school student may volunteer to make a parachute jump, using a chute he packs himself.

(It's interesting to note that the PR student jump only recently became offered on a voluntary basis. For many years "the big jump" was mandatory, along with "A" school, before advancement to PR3 would be authorized. Though "A" school is still an advancement requirement, the jump is not. Nevertheless, the latest word from Lakehurst is that 100 percent of the school's students do, indeed, volunteer to jump with self-packed chutes. Such jumps are true free falls. Hand operated ripcords are used for chute deployment under conditions similar to those a pilot would meet after bailing out.)

No matter how "good' the PR becomes in the course of his training, or on the job later, he never packs a chute alone. Two riggers double checking each other virtually eliminates any margin for error, and the pilot or aircrewman who must abandon aircraft in an emergency can jump without hesitation, parachute to safety, and talk about it later.

TEAM WORK—A chute is never packed by a single rigger, but by two or more so packing can be double-checked.

SAVERS

STEPPING OUT of a plane 25,000 feet above the ground can be an experience you'll talk of for years.

Providing, of course, you first take the trouble to strap to your body a pack containing a large, neatly folded piece of nylon known as a parachute.

Parachute jumping is like driving a car. Once you've learned how to do it properly, and then observe the rules and signals, chances are you won't be involved in an accident.

Many Navymen have made parachute jumps. Most, however, have not. Many wrongly assume that parachuting is a dangerous procedure that only the foolhardy would attempt. Relatively few realize that parachute jumping is a completely safe practice when, as in driving a car, certain rules are observed.

However, the usefulness of parachutes can't be denied.

Parachute jumping is a quick way of getting into a combat zone. It provides the means of reaching injured personnel stranded in otherwise inaccessible areas.

Most important, use of parachutes as safety equipment for flying personnel has meant countless lives saved over the years. The Navy pilot or aircrewman who leaves a disabled aircraft at thousands of feet of altitude relies on the soft, white canopy of a chute to float him safely to earth.

AND, ALTHOUGH THE PARACHUTE is most often used as a safe ground delivery device for people who jump out of aircraft, there are many other useful applications. Occasionally they're used in oddball fashion on the ground, or in the water.

For example, parachutes have been helpful in charting the direction of ocean currents. (The large span of nylon is easily moved by underwater currents.)

Parachutes figure in your weather forecasts when they're used to return delicate instruments to earth after having been sent aloft by balloon.

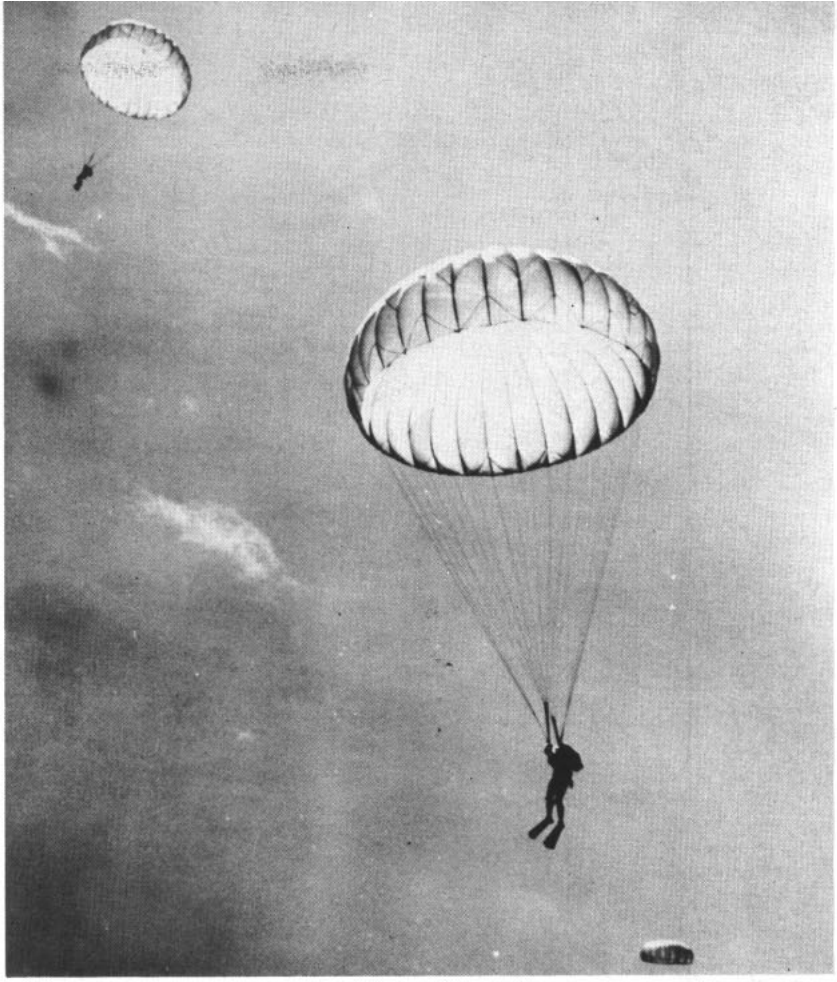
Chutes have been attached to aircraft to help reduce rollout, and assure safe landings on wet runways.

Mail is delivered to isolated areas by parachutes.

Night bombing missions have been made easier with the help of flares dropped by parachute. Parachutes have even been used to delay bombs.

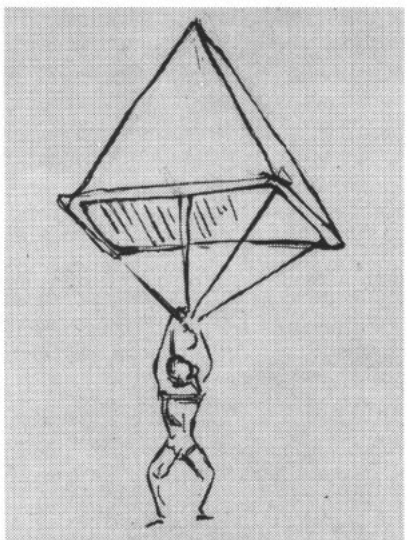
Magnetic mines can be dropped into coastal waters by parachute.

Chutes with 100-foot canopies have been used for cargo drops of 16,000 pounds. (Now under development are chutes that could supply an army with tanks, guns, bulldozers, or virtually any other equipment.) Airplanes have been dropped from other airplanes by parachute.



TOUGH TEAM—Navy SEAL team members jump to objective during exercise.

Copy of Leonardo da Vinci's design for a parachute



Parachutes have eased the nose cones of missiles back to earth.

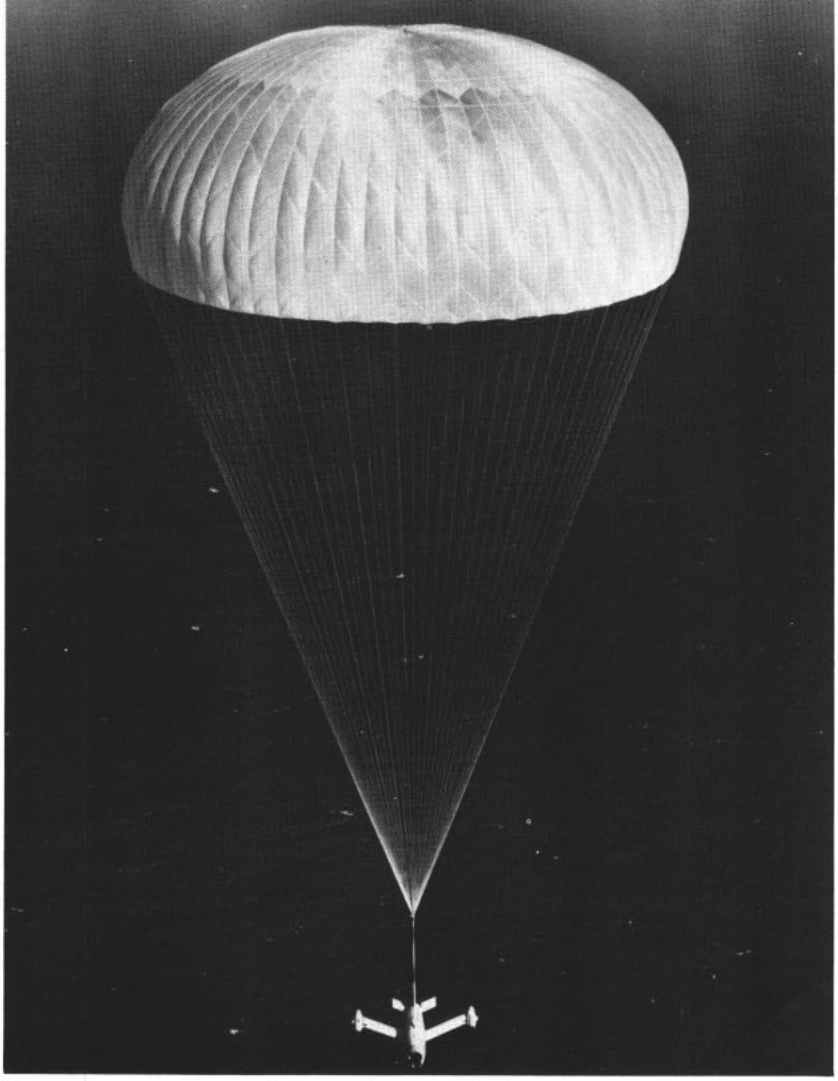
These are but a few of the many uses for parachutes. One can only speculate on what they may be used for in the future.

As for the present, it may be interesting to discuss exactly what the parachute is, where it came from, and who in the Navy uses it. As you'll note below, today there are probably more Navymen who use parachutes than ever before, and it has developed into a popular sport.

THE HISTORY of parachutes and parachuting is sparse, and conflicting. It's likely that many ancient ideas concerning parachutes were never put on paper, and that many early parachute events were never recorded.

There are, however, some known facts concerning the names, dates, and places of parachute development.

In Italy in 1495, Leonardo da Vinci designed what may have been the first parachute—a pyramid of cloth. (Many of the structural fea-



HAPPY LANDING—Parachutes make possible the recovery of valuable equipment, including target drones, scientific testing gear and space capsules.

tures shown in da Vinci's early sketches are used in today's chutes.)

In 1617, Fouste Veranzio jumped from a tower in Venice, Italy, using as a parachute a square, wooden framework covered with canvas.

In France in 1783, the Montgolfier brothers conducted experiments with hot air balloons which included tests of various parachutes. During one experiment with a seven-foot chute they dropped a sheep safely to the ground from a high tower.

Also in France in 1783, Sebastien Lenormand used a 14-foot chute to jump safely from a tower. In 1785 in France, J. P. Blanchard took a dog up in a balloon and dropped the animal to the ground unharmed.

Blanchard has been credited with designing the first parachute which could be folded—one that was made of silk. (Before the Blanchard foldable model, all parachutes were attached to some form of framework which held cloth or canvas open.)

CREDIT FOR BEING the first parachutist goes to Andre Jacques Garnerin of France. During the late 1790s, Garnerin jumped from hot air balloons at heights of 2000-8000 ft.

Before 1800 it was decided that something should be done about the oscillation problems peculiar to early parachute designs. A French scientist suggested that a hole be cut at the apex of the canopy to permit the caught air to escape in a slow, steady stream at the top, rather than unevenly over the edges. This relieved the oscillation, and such a feature has been used in chutes ever since.

In 1808, a Polish balloonist named Kuparento jumped from a burning balloon over Warsaw, and is believed to have been the first person ever to save his life by using a parachute under emergency conditions.

For nearly 100 years after Kuparento's jump the need for foolproof parachutes was not sufficient to stimulate much inventive effort.

Then, in 1903 (during which year the Wright brothers stayed aloft in their primitive airplane at Kitty Hawk), the parachute began leaving the sideshow to become an important part of aviation.

Next came a period of experiments with chutes specially designed for use with aircraft. The old balloon type chute was unsatisfactory. It constantly fouled when used in the faster moving airplane.

In 1910, an Italian inventor named Piano introduced the back-pack parachute which contained a small pilot chute. When activated, the pilot chute blossomed from the pack and pulled the larger canopy out.

THE FIRST SUCCESSFUL jumps from aircraft were performed with makeshift chutes. In America, Grant Morton carried a loosely folded silk parachute in his arms, jumped from a Wright Model B airplane over Venice Beach, Calif., and, after clearing the plane, tossed the bundle of silk to the breeze where is caught and billowed.

In 1912, Albert Berry jumped with a chute packed in a cone-shaped metal cylinder attached to the underside of the plane's fuselage. Berry crawled from the cockpit to the axle and slid onto a trapeze bar which served as a harness. The weight of his body pulled the chute from its container.

During World War I, the lives of some 800 balloonists were saved by parachutes. However, chutes were not considered to be essential aviator equipment items. Less than one one-hundredth of one percent of aerial missions made during the war were flown by pilots wearing parachutes. The resultant mortality rate was high, and the need for an efficient, man-carrying chute that could be used in an emergency became a primary requirement.

After the war came various types of chutes—the Heinecke (German), the Mears and Guardian Angel (British), the Orrs and STA (French), and the AEF (U. S.). All were heavy and unwieldy, and none was safe at speeds greater than 100 mph.

However, it was accepted that parachutes saved lives if they worked.

IN 1919, the U. S. Army directed Major W. L. Hoffman and a civilian, Mr. Floyd Smith, to con-

duct research and experiments with parachutes at McCook Field, Dayton, Ohio, with a view towards making them safe. In April of that year, a free fall parachute was tested.

On 22 Oct 1922, 2nd Lt. Harold R. Harris became the first man to save his life by making an emergency free fall jump—putting into practice what had been learned at Dayton. The value of the free fall chute, activated by a hand operated ripcord, had been proven. Such a chute could be used in an emergency, allowing the pilot or aircrewman to be well clear of the aircraft before opening his chute.

As a result of research and testing at Dayton, work was begun on what was to be the basis for present day parachutes. Finally, in 1924, a reliable portable parachute was developed and military pilots were told to wear chutes on all flights.

As the parachute proved successful, specialist jumpers emerged. In October 1928, General Billy Mitchell arranged for six men to jump from a bomber aircraft at Kelly Field, Tex., land, and set up a machine gun. Thus, the first paratroopers.

In 1933, 62 Russian parachutists jumped from bombers—the first recorded mass jump.

In 1934, the U. S. Forestry Service began experiments which resulted in the dropping of men and supplies by parachute to fight forest fires. Today they're known as smoke jumpers.

DURING WORLD WAR II, the operations of thousands of paratroopers—foot soldiers gone airborne—were exciting, and effective. The expression "hit the silk" reached a peak of popularity. (Silk incidentally, was used in the manufacture of most pre-WW II parachutes. Nylon has been used since the war, but the expression "hit the silk" has endured. For some reason, "hit the nylon" never caught on.)

With the jet age came new parachute problems. The chutes and aircraft escape systems of World War II were unreliable for high speed aircraft.

A parachute experimental unit was formed at El Centro, Calif. (now known as the U. S. Naval Parachute Facility), and over the years has been the development backbone of high speed escape devices that have kept pace with new designs.

The problem of clearing an aircraft traveling at high speeds was solved with the introduction of the ejection seat, which can fire the pilot clear at 600-mph speeds. (An ejection system has since been developed that can eject a man from his aircraft, open his parachute automatically, and float him safely to the ground. All this can take place while the aircraft is still on the runway or carrier deck.)

Problems presented with bailouts at high altitudes also had to be solved. Jumpers who leave a warm cockpit and fall through sub-zero space needed special clothing. Above 18,000 feet there isn't enough oxygen to supply a man's requirements, so appropriate bailout bottles and oxygen masks had to be designed.

A barometric parachute release was developed. When the pilot jumps at a high altitude, he free falls to a "safe opening" altitude and his chute opens automatically.

THIS BRIEF background makes it clear that the idea of parachuting is by no means new. Further, the parachute has changed considerably over the years.

A parachute is not the simple, umbrella-like device many people believe it to be. Nor is it the mysterious, complicated piece of gear that only an expert can understand.

All parachutes used by the Navy consist of canopy, suspension lines, pack and harness.

The canopy, which may vary in size from chute to chute (the most popular is 28 feet in diameter), is the large umbrella-like area of nylon cloth which slows the descent of the jumper. Tough nylon suspension lines connect the canopy to the harness, or arrangement of nylon webbing and metal fittings in which the jumper "sits."

The harness also serves to carry the pack which encloses the canopy and suspension array when the chute is worn.

Chutes not packed for static line deployment (in which line is hooked up inside the aircraft and the chute is deployed automatically seconds after jumping) have a ripcord for activation. The ripcord consists of a grip or handle, length of cable, and two or more short pins. The ripcord is fastened to the harness and pack by means of a pocket, housing, and locking cones.

Many chutes have the pilot chute feature, or small parachute attached to the top of the main canopy. The purpose of the pilot chute is to pull the canopy from the pack quickly.

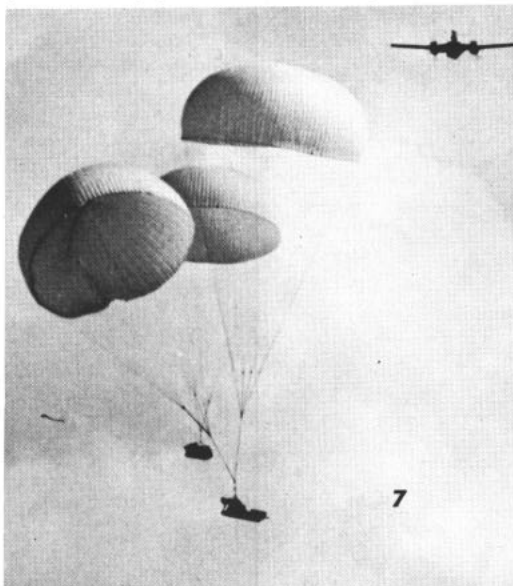
BACK THEN — Navy chutist of the Thirties readies for jump from wing.

THE NAVY USES three basic types of parachutes. These may be carried on the chest, seat, or back, depending on the particular needs of the pilot, aircrewman, passenger, or jumper with a mission.

Navymen who use parachutes these days may generally be categorized as follows:

- Official, designated parachutists who jump as part of their military duties.
- Navymen (and women) who participate in sport parachuting, or skydiving, after hours on their own time and at their own expense (see

ON THE SPOT — Chutes drop supplies and equipment in isolated spot.



BIRD MEN — Navy's parachuting team, *Chuting Stars,* float toward earth.

article appearing next month).

• Aviators, enlisted aircrewmen, and military air passengers who have access to chutes as standard safety equipment. (Relatively few in this category are ever required to jump with their parachutes. Nevertheless, all Navy flying personnel have parachutes, and know how to use them.)

Official, designated Navy parachutists are attached to Sea-Air-Land (Seal) teams, underwater demolition teams and a smattering of other activities. Designation as an official parachutist is a definite requirement for Seal team membership. Most UDT personnel (approximately 90 percent of East Coast based frogmen, slightly less on the West Coast) are also qualified chutists.

The Seal and UDT units have billets for hospital corpsmen who go through rigorous special training to qualify as special operations technicians.

Members of the Chuting Stars parachute exhibition team are also official, designated parachutists who perform show type maneuvers that involve skydiving.

Other official parachutists operate as paramedics out of Cubi Point, Philippines, and as para-rescuers with Air Development Squadron Six in the Antarctic.

MORE AND MORE these days, the official Navy parachutist is going to the free fall, and the hand-operated ripcord. (Unlike the Army paratrooper, who has long been associated with the automatic static line method of parachute deployment.)

For example, Seal team members receive training in the HALO (High Altitude, Low Opening) method of jumping, which involves many free fall techniques employed by the Chuting Stars and other sport and exhibition parachutists.

Using the HALO method, the chutist leaves his aircraft at an altitude as high as 25,000 feet, free falls to a safe opening altitude, then pulls the hand ripcord. As might be expected, the HALO jumpers wear appropriate clothing and carry oxygen supplies, altimeters, and stop watches. (The altimeter and stop watch, attached to the reserve chest pack, tell the free faller when it's time to pull the ripcord of his main chute. In the unlikely event the main pack should not work, the preplanned opening altitude is high enough to permit plenty of time to use the reserve chute.)

Many official parachutists, particularly those belonging to Seal teams, use chutes that are modified for "steering." The modified canopies enable the jumper to move in a horizontal direction and steer towards a predesignated target, rather than drift along with the air currents. Certain panels in the rear of the canopy are removed, allowing trapped air to escape in a jet-like flow. This gives the jumper a moderate form of propulsion while he's descending.

The chutist controls his direction of drift by pulling either of two control lines attached to each outside edge of the cutout panel area. Air is spilled and the canopy turns in the direction the jumper chooses to go.

Many of today's parachutes have long, slender sleeves which fit over the folded canopy while it's being packed. The pilot chute pulls out the sleeve, which then gracefully draws out the canopy.

Jumping into water—a tricky procedure—is a matter of routine training for Seal and UDT chutists. (Most other jumpers, official and unofficial, make water landings only when forced to do so, such as when bailing out of a disabled aircraft over a body of water, or drifting over and into a water area accidentally.)

OFFICIAL parachutists are always anxious to broaden their qualifications and experience. Some volunteer for tests of new equipment and landing procedures. Others experiment with going up, instead of down, with what is known as parachuting in reverse, or the Sky Hook System.

Seal and UDT personnel have been experimenting with parachuting in reverse for the past five or six years. Here's how it works: One end of a 500-foot line is tied to a balloon. The other end of the line is attached to a harness device, worn by the man on the ground. The balloon is released. An aircraft specially equipped to snatch hold of the line with a "skyhook" comes in low. The line is grabbed by the aircraft hook, and the man is pulled up and into the aircraft.

It's a tricky procedure, but several Navy parachutists working at Patuxent River, Md., have done it successfully. Such a technique, though still experimental, may have on-the-job applications for Seal and UDT team members of the future. Obviously the Sky Hook would be used for quick pickups after special inland reconnaissance.

Hospital corpsmen who work with the Seal and UDT teams are mainly concerned with the health of the men with whom they work (and jump). Their parachute training goes along with the military and technical duties

for which they have volunteered. Training is official, and at government expense.

THE PARAMEDIC team operating out of Cubi Point, Philippines, received its start under somewhat different circumstances.

The only team, as such, now officially recognized by the Navy, the Cubi Point paramedic unit was organized in 1961 when a chief petty officer became interested in paramedic training conducted by the Air Force.

The need for the team was demonstrated later that year when a plane crashed at Palawan with seven men on board, and neither helicopter nor surface ship could reach the scene with help.

The incident prompted two flight surgeons, two corpsmen, and two qualified parachute riggers to volunteer on their own for parachute jump training.

In October 1962 the Chief of Naval Operations officially recognized the Cubi Point paramedics, and designated the team members as official parachutists.

These men have made hundreds of jumps, and have collected plenty of bruises. They believe it's worth it, for they've saved the lives of men who might otherwise have lain helplessly injured in plane wreckage in the Philippine jungles.

A variation of paramedic is pararescue. Air Development Squadron Six, the Antarctic support unit which participates in Operation Deep Freeze activities, has 10 Navymen trained to jump on rescue missions over the ice.

Qualifications for assignment to such official parachute duties are the same for officers and enlisted men. However, orders to parachute duty, and naval parachutist designations, come from different channels.

Enlisted men who qualify may be designated as naval parachutists by their commanding officers. Officers are designated by the Chief of Naval Personnel.

Training for official parachute duties may be conducted in the Fleet, at certain designated shore research and development activities, and in designated Naval Air Training Command activities.

But, before you can be designated as a Navy parachutist, you must perform parachute jumps as an essential part of military duty, directed by competent orders. Before receiving such orders you must be psychologically and physically qualified, and must not be in a flying pay status.

Assignment to parachute duties requires completion of a formal jump course, which includes at least five training jumps.

ONCE QUALIFIED, you may be entitled to wear parachutist insignia on your uniform—either the Basic Parachutist Insignia or the Naval Parachutist Insignia. The difference between the two is five jumps. The Basic Insignia is worn by those who are designated parachutists (which requires the five basic training jumps). After an additional five jumps under orders to duties involving parachuting, the Naval Parachutist Insignia may be worn. (*Uniform Regulations* describes the insignia and manner of wearing.)

The Navy's show parachute team, the Chuting Stars, has billets for 15 parachutists who meet all the above requirements, become designated chutists, and are selected to perform skydiving exhibitions.

Organized in 1961, the team was to participate in naval aviation anniversary celebrations throughout the U. S. on a roving demonstration basis.

The success of the team was so great, and public demand for performances so enthusiastic, the Navy Department decided in July 1961 to make the Chuting Stars a permanent unit.

THE STARS' road exhibition season normally runs from March through November. This year, the tentative schedule calls for exhibitions at various cities in states ranging from New Hampshire to Southern California, and Washington to Florida.

CHUTE DOC—Paramedic team at Cubi Point was designed to bring aid into hard to reach locations.

In good weather the Stars begin their performances at 12,500-foot altitudes. This permits long free falls and more maneuverability. When the weather prevents high altitude jumps, the Stars have alternate routines they can perform from intermediate or low altitudes.

The Stars use the specially modified "sport" parachutes that can be steered for target landings and, to enable the ground spectator to follow free fall maneuvers, wear red smoke grenades secured to their boots.

Their maneuvers are spectacular. Falling at speeds as great as 185 mph, they pass batons from one jumper to another; and numerous catching - up - to - and - passing - your-buddy-while-falling maneuvers and countless controlled somersaults, are performed with perfection.

The Stars make all this look easy, but any sport parachutist knows that it's really rather difficult. Skydiving is, however, a great deal of fun.

—Dan Kasperick, JOI, USN

WET WORK—Landing in water is tricky, but SEAL teams are trained to do it.

DIVERS check *Hydra-Iris* rocket at Point Mugu's inner sea test range.

REGULUS roars from surfaced sub.

Naval Air

BEFORE THE Naval Air Missile Test Center set up shop, Point Mugu, Calif., was simply a collection of barren acres smattered with Quonset huts and other temporary structures which were the residue of a World War II Seabee training camp.

In 1945, however, things began to change. A Pilotless Aircraft Unit detachment arrived and, taking advantage of what little was available, went to work.

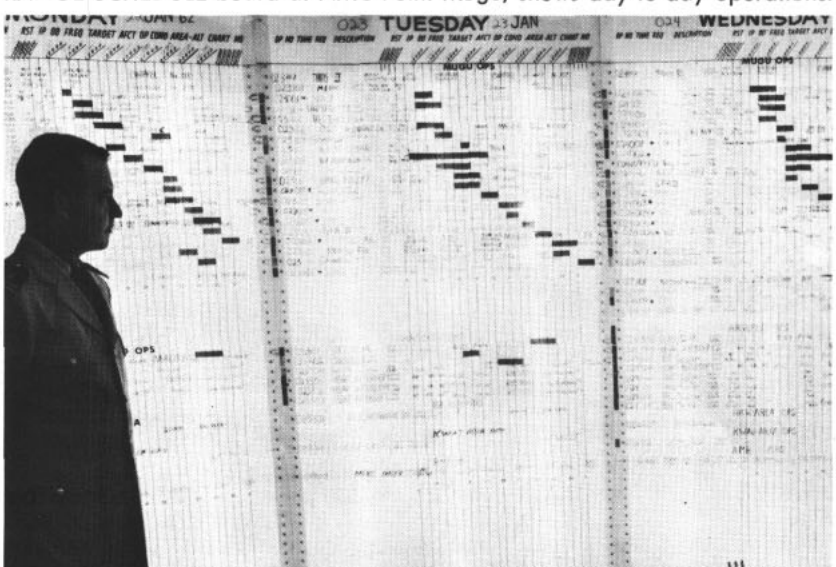
Accommodations at Point Mugu were hardly luxurious. The men lived in shacks and huts. All military personnel messed in the same building. There weren't more than a dozen telephones in the entire center and other supplies were so scarce that one man had a full-time job searching the countryside for surplus items.

Before 1945 bowed out, Point Mugu was introduced to the guided missile era when some dead-load shots were made to test its new XN-1 launcher. The object of early firings was simply to get the birds off the ground, and they were only a little more complicated than firing a skyrocket on the Fourth of July.

Instead of using an exhaustive electronic countdown, checks of the missile were made by a man on the scene who went over the weapon with his wrenches and screwdrivers. After he was certain all was well, he dropped a handkerchief to signal to the man at the firing switch.

The switchman was perched in a tower so he could visually check the danger area and see if the coast was clear before he blasted the rocket off its launcher. Seeing nobody in danger, he would throw the switch sending current along a circuit about as complex as that used in detonating a charge of dynamite.

RANGE SCHEDULE board at NMC Point Mugu, shows day-to-day operations.



IN 1946, several hundred German V-1 buzz bomgs arrived at Point Mugu to be used in testing the practicality of launching a rocket from a submarine. The first launchings were controlled from Blockhouse Able.

The blockhouse had concrete walls a foot thick with windows of bullet-proof glass which had been scrounged from junk-pile-bound World War II aircraft and installed several layers thick in the blockhouse viewing ports. Later a steel plate was bolted to the side facing the pad to afford additional protection.

The going wasn't easy in those days. The public was tired of everything that reminded them of the war just past or the possibility of another in the future. The public's attitude toward rocket men was similar to that of the blacksmith when the first automobile chugged past his shop.

Little by little, with bootleg funds, the Navy continued its missile testing and built its own improved buzz bombs with radio-controlled guidance systems. A launching platform simulating a rolling submarine deck was devised and *Loon* missiles were suc-

TARTAR AND TERRIER start runs downrange. *(Rt.)* Headquarters, NMC and NAS Point Mugu, as seen from the air.

Missile Test Center

cessfully fired into target areas. During 1946, 50 missiles (mostly *Loons*) were launched at Point Mugu.

AS TIME PASSED, Point Mugu gained prestige which was reflected in its new title of U.S. Naval Air Missile Test Center. Money followed success and contracts were let for new missiles that would exceed the *Loon's* capabilities.

Since it opened for business, Point Mugu has tested (in addition to *Loon*) the *Lark*, *Sparrows I*, *II* and *III*, the ramjet test vehicle *Meteor*, *Regulus I* and *II*, *Corvus*, *Sidewinder* and others.

Nor have the scientists and technicians at Point Mugu confined themselves to testing and evaluating U. S. missiles and targets alone. Australia's *Jindivik* target was tested and evaluated at Point Mugu as were the French target CT-41 and Canada's *Black Brant* rocket.

In contrast to Point Mugu's 50 launchings in 1946, the Point's 1963 schedule called for more than 600 launchings and 3000 support operations.

Supplanting the first shacks and primitive blockhouse, the control center today resembles a backdrop for a science-fiction movie. Its roof is a weird labyrinth of quad-helix, parabolic and omnidirectional antennas which sweep the sky like giant ears for any passing radio signal from missiles which transmit in the neighborhood of a hundred different kinds of information ten times a second.

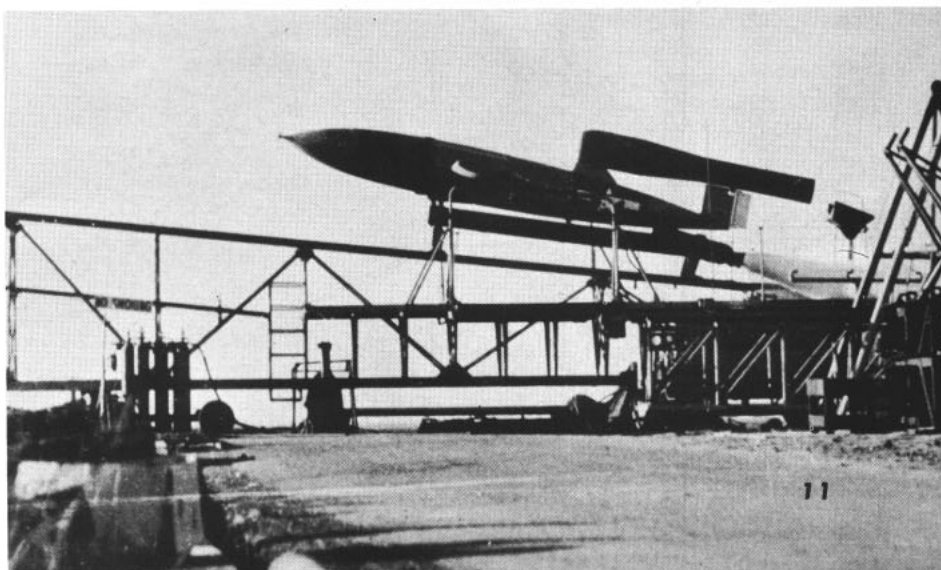
Today, Point Mugu retains little in common with the location selected 17 years ago, except for its proximity to space-age industry and its system of offshore islands used for missile tracking—both of which were factors in its being chosen over 58 competitors along the east, west and Gulf coasts and the Caribbean.

In 17 years, the Point has wrapped itself in the mantle of experience acquired since the first *Loon* wobbled uncertainly from its launcher to the breaker line of the Pacific.

Today, Point Mugu has what it takes to test and evaluate the most sophisticated missile the Navy has to offer.

—Robert Neil.

THE *LOON* rests on launcher. *(Above)* Computers help track missiles.



Country Doctor, USN, in

IN THE PREDAWN gloom a battered jeep whines through the streets of Kaohsiung, Taiwan, and disappears down the narrow highway leading out of town. In the jeep, two men rub the sleep from their eyes and focus on the vacant road ahead.

One of the men is an American—LT Fred E. Sobotka (MC), USN. The other is a native of the island, a driver and guide provided by the Nationalist Chinese Navy. It is Saturday, and the back of the jeep is loaded with cardboard boxes of pills, serums, ointments, salves, balms and bandages.

Their destination: A small, isolated village hidden by a blanket of fog 6000 feet up the side of the mountain. The mission: To provide free medical treatment for hundreds of poverty-stricken aborigines.

The trip is rugged and takes a long time. The roads are poor by any standards; in the mountains they narrow down to hand-hewn rock trails which erode dangerously in the torrential rains. Bridges wash away from one week to the next and detours are lengthy and doubtful.

To Dr. Sobotka such hazards are part of his off-duty volunteer work. "Compared to the diseases a doctor is faced with treating and the few drugs available for his patients," he says, "bad roads don't seem too important." But travel is a problem.

Dr. Sobotka has been head of the U. S. Naval Support Activity Det. 5 dispensary at Tsoying, near Kaohsiung, since mid 1962. But to the Taiwanese he has become something of a medical godfather and worker of miracles. Here's how he earned this reputation with the people back in the wilderness of Taiwan.

ON HIGH — Shrouded in mist, Dr. Sobotka chats with Sister who often helps him as an interpreter.

WHENEVER he can be spared from his regular duty, Dr. Sobotka makes the trek into the southern interior of the island. His medical circuit includes seven villages in the lowlands and the aborigine settlement in the mountains. Usually he coordinates his visits with two missions in the area, but occasionally he goes into the mountains on his own. A routine day would bring him face to face with a staggering variety of ailments.

"In these isolated areas practically everyone suffers from malnutrition," he says. "Many of the children have TB, rheumatic heart diseases, polio, vitamin deficiencies and skin diseases. The adults come in with every-

thing the youngsters have, plus thyroid, liver ailments, protein deficiencies, kidney diseases, cancer and trachoma."

Treatments come from a limited supply of common drugs, some donated and others paid for out of the pockets of the Navy doctor and his friends.

"U. S. Navy ships are constantly coming into Kaohsiung," says Dr. Sobotka. "Many times their dispensaries have serums and drugs in excess. We have been able to give Salk vaccine to 500 children recently because the serum would have gone out of date before the ship could have used it. The ships are glad to help us whenever they can.

"Project Handclasp has been a great help too," he says.

SOBOTKA WAS BORN in Vienna in 1929. Both of his parents were victims of Hitler's concentration camps and Sobotka, smuggled out of the country as a child, was raised by an uncle—a country doctor—in the United States. Taking part-time jobs and earning scholarships, he was educated at the University of Buffalo,

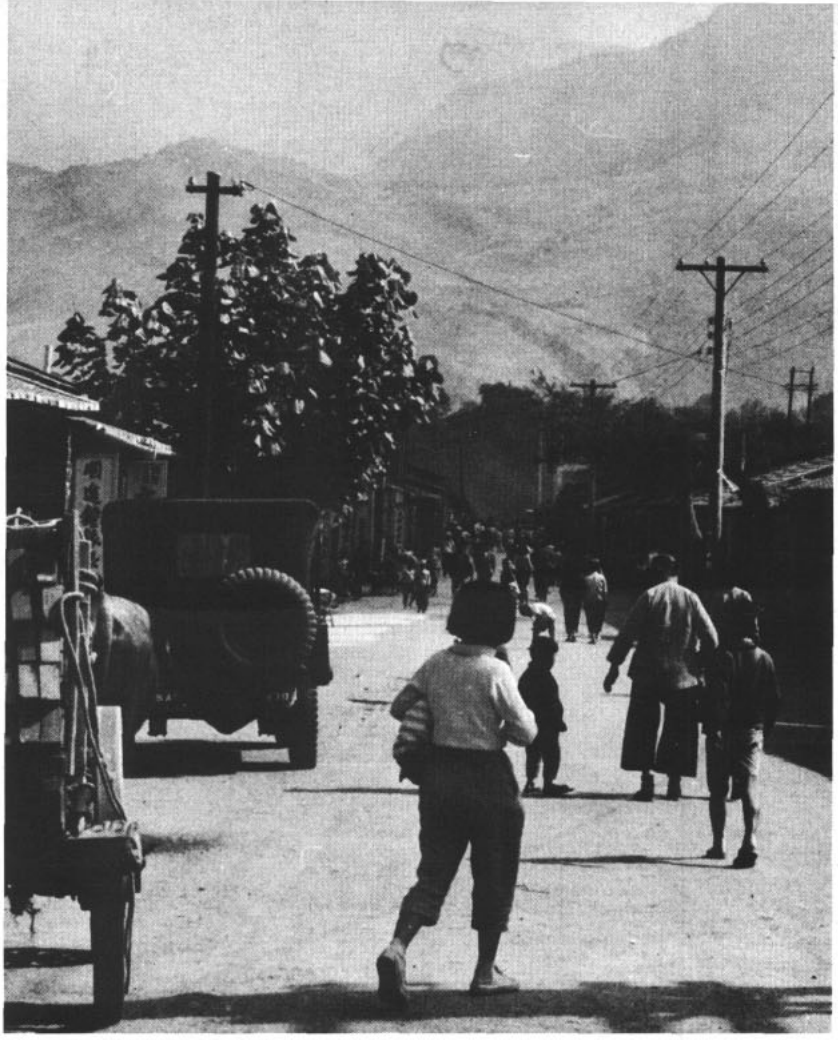
Taiwan

and in Europe. After completing his internship in a Buffalo hospital he specialized in pathology at Providence Hospital in Seattle, Wash.

He completed the work in February 1961 and immediately accepted a commission in the Navy. It was his first assignment in the Navy which gave him the idea for his clinic in Taiwan.

Sobotka was assigned as Squadron doctor for Destroyer Squadron 23, home-ported in Long Beach, Calif. Shortly after he reported aboard, the squadron departed for a cruise in Western Pacific waters. On reaching Taiwan he went on administrative leave "to see if I could help the Taiwanese." During the next two months he treated more than 1000 villagers—most of whom had never before seen a doctor.

"I looked around and saw how little had actually been done compared to the remaining need," Sobotka says, "and I knew I wanted to return. When I learned that the doctor at the Tsoying dispensary was due for relief, I wrote back to Washington requesting the assignment." When the squadron returned to Long Beach his orders were waiting for him.



GOING UP—The doctor's jeep arrives at outpost before entering mountains.

THE TSOYING dispensary meets the medical needs of some 1000 U. S. servicemen and their dependents. It also serves as public health agency for all restaurants and hotels used by the Americans. The dispensary is staffed by two doctors, a nurse and three corpsmen.

"This is a big responsibility," Sobotka says, but he still found off-duty

DOC'S IN—Villagers are apprehensive as they come to doctor for treatment.

ROAD WORK—Dr. Sobotka packs donated medicines and *(rt.)* passes buffalo cart on way up steep mountainside.

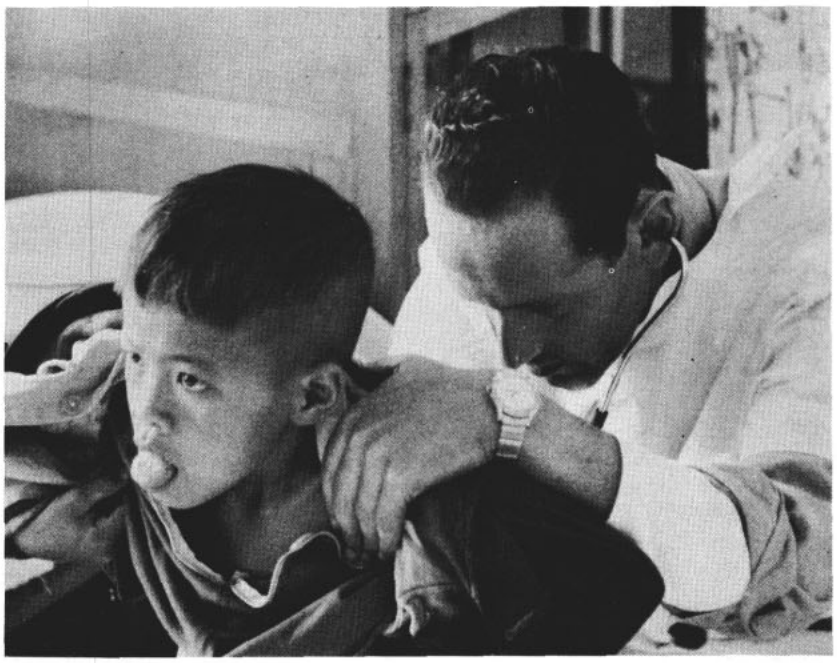
time for his roving clinic, which showed signs of growing rapidly. In addition to expanding his own efforts to include more villages, he works closely with Sister Margarita, a Philippine medical missionary whose most prized possession is a set of blueprints hanging on the wall of her St. Dominic Hospital in the village of Chi-shan Chen. The blueprints are for a TB clinic which she and Sobotka recently built in the mountains near the aborigine village.

Sister Margarita usually accompanies Sobotka into the mountains. She speaks the language fluently and is a familiar face to the Taiwanese mountaineers.

"They are superstitious," Sobotka says. "They capture wild deer in the mountains but only for their antlers which they grind into powder for medical purposes. I once brought them boxes of powdered milk in the hope it would help combat their malnutrition problem. When I returned a week later I learned they had fed the milk to their pigs. The pigs are sold to local witch doctors for sacrifice." The aborigines are not Chinese but related to the Malayans.

"Most of these people," he says, "have a fear of water and bathe only when it rains in the summer—and even then usually only the children display any real enthusiasm for it. They catch monkeys, raise pigs and deer but most of them subsist largely on a diet of sweet potatoes. Many of them have cancer."

CHECKING — Young native is checked for TB, which is prevalent in the area.



SINCE THEY are unaccustomed to medicine, even simple aspirin seems to have a powerful effect. The climate in the mountains is always cold—the village he visits is usually shrouded in fog. There are no doors on the crude homes and families share a common cooking fire in the village compound. They grind meal in ancient fashion, in a huge bowl and mortar made from logs.

Usually trips to the mountain village are restricted to the dry season because of torrential rains, but even then there is no guarantee of driving straight through. Twice the Navy doctor was forced to leave his jeep somewhere below the village and walk—almost straight up along narrow washed-out ledges—to the village. Once he hiked 12 miles in a rainstorm to treat a child for pneumonia.

In addition to his missionary work, Dr. Sobotka teaches pathology twice a month at the Nationalist Chinese Medical School in Taipei.

"Taiwan needs more doctors," he says, "but more important, they need teachers. There are many young men and women enrolled in the medical school, but they suffer because of an acute shortage of qualified instructors."

The Navy doctor is scheduled for reassignment soon back in the United States. When he departs he will leave behind lots of good will and appreciation toward the Navy, its Medical Corps and the citizens of the U. S.

—Article and photos by Ward C. Degler, LTJG, USN

This Is 'Quality Control'

NEAR-PERFECT work is not good enough to satisfy the inspectors in Training Squadron Seven's Quality Control Division. Quality control—common in the Navy today—is a system of rigid checks and double-checks, by trained inspectors, of all maintenance work. VT-7, whose jets are used in the training program at NAAS Meridian, Miss., has 18 such inspectors, including two Marine captains, three CPOs, 10 PO1s, one third class and two non-rated men.

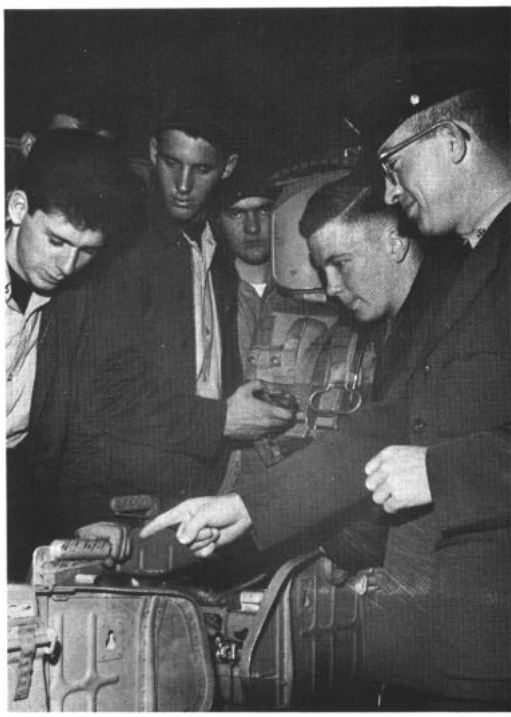
When they inspect the training squadron's planes their standards call for absolute perfection, as maintenance men can tell you. The caliber of maintenance work soon approaches this degree of excellence.

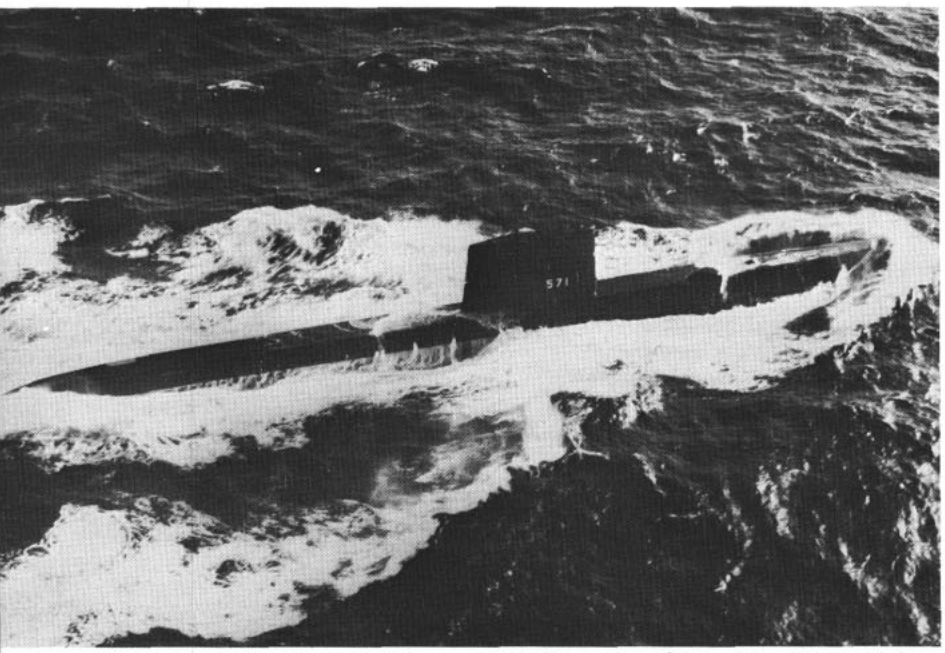
The Quality Control Division also maintains the squadron technical library, trains and qualifies other inspectors and briefs test pilots.

An inspector's knowledge transcends that required of his own rate; though he may be a metalsmith he must be capable of checking electrical and mechanical work.

The division feels it must be the best in the squadron to maintain the standards of VT-7. In fact, the division claims it's not just the best in the squadron – it's the best in the whole Navy.

Top: *Quality Control Division inspectors of VT-7 demonstrate some of the many points on a plane that they check.* Right: *Prospective plane captains receive the word on ejection seat.* Bottom Right: *Records and files are kept up to date in division office.* Bottom Left: *Training jet is checked by inspectors at NAAS Meridian, Miss.* —L. Smith, ADJC, USN





WHO'S ON FIRST — CDR Eugene P. Wilkinson was first CO of Navy's first nuclear ship, *USS Nautilus* (SSN 571).

Shooting Down the

In the ancient Navy sport of claiming a record first, there is always room for argument. In fact, there is almost as much satisfaction in shooting down a record as there is in claiming one.

Last November, ALL HANDS *went out on a limb and recorded for a short-lived posterity the claims of Navymen and their ships and units.*

In this issue we publish the first and, we hope, the last installment of counter claims. Get your guns ready.

WE ENJOYED the article "Here's a Toast to the Navy's Most" in the November issue, but we must take exception to a claim made regarding USS *Targeteer* (YV 3), which said she is the world's smallest aircraft carrier. This is not the case.

USS *Kalmia* (ATA 184) is, in fact, the world's smallest aircraft carrier, having an over-all length of 143 feet. This is quite a difference in size compared to *Targeteer's* length of 206 (which you gave as 306) feet.

Don't let the ATA designation throw you. *Kalmia,* whose primary mission is launching target drones, also has complete facilities for launching and recovering fixed-wing aircraft, including a permanently mounted catapult on the forecastle. We concede that *Targeteer* is the smallest ship officially designated for carrying aircraft. However, *Kalmia,* which is capable of performing other jobs in addition to her primary one, is actually the world's smallest aircraft carrier.—K. R. Cole, Jr., Executive Officer, USS *Kalmia.*

I claim that the smallest aircraft carrier is USS *Kalmia* (ATA 184).—A. C. Weigelt, Jr., YN1, USN.

• *We're not judging, but it appears to us that* Targeteer *still has a claim because of her designation. Happy to hear of* Kalmia's *versatility, though.*—ED.

IN THE ARTICLE "Here's a Toast," you stated that USS *Nicholas* (DD 449), commissioned 4 Jun 1942, claims to be the oldest continuously active destroyer. Someone has overlooked the fact that *Nicholas* was inactivated on 1 Dec 1945, placed out of commission in reserve on 12 Jan 1946, and remained so until 19 Feb 1951, when she was recommissioned and designated an antisubmarine destroyer.

This fact, I believe, now makes USS *Allen M. Sumner* (DD 692) the oldest continuously active destroyer in service, with her commissioning date of 26 Jan 1944.—R. F. Trippett, YN3, USN.

• *Your information concerning the inactivation and decommissioning of* Nicholas *is correct. And, as far as we can determine,* Sumner *is the oldest continuously active destroyer still on active duty.*—ED.

CONCERNING THE CLAIM of USS *Waldron* (DD 699) taking the heaviest recorded roll (60 degrees)—during the typhoon of 18 Dec 1944 off Luzon, USS *Dewey* (DD 349) took a roll of 75 degrees and recovered. Several other destroyers recovered from rolls of 70 degrees. This claim is substantiated in a letter of 13 Feb 1945 from CINCPAC to the Pacific Fleet and Naval Shore Activities. For further information, consult NavPers 16118B, *Seamanship,* pages 210 and 211.—W. R. Clark, SOG2, USN.

• *The publication to which you refer confirms your statement. The letter, which we consider a masterpiece, is signed by Fleet Admiral Chester W. Nimitz, and describes the circumstances under which 31 vessels were caught in the typhoon. Three destroyers capsized and went down in the storm, and testimony established that three other DDs recovered from 70-degree rolls, and that* Dewey *recovered from a 75-degree roll.*—ED.

MAY I SUBMIT *my* claim as the

USS ST. PAUL flew 674-foot pennant.

Records

person who made CPO the fastest after having held all the intermediate rates? I enlisted in the Navy on 27 Mar 1941, the same day as Chief Rollins who claims the record. I was appointed SKC on 1 Jul 1944. This is slightly less than 39 months, making it one month faster than Rollins. —F. A. Hawkins, LT, SC, USN.

I READ WITH INTEREST your November issue, especially on page 16 where you recorded the "daddy claim of them all"—who made CPO fastest. Tell slowpoke Master Chief Rollins he must have been hiding in the bilges when they were passing out rates. I enlisted in the Navy on 19 Nov 1940, went through all the intermediate rates, and was appointed chief pharmacist's mate on 1 Oct 1943, beating his claim by almost six months (total time lapse of two years, 10 months, 12 days). Much, much later I made HMCS on 16 May 1959 and then HMCM on 16 Dec 1960—just to keep my hand in.—T. B. Moorhead, HMCM, USN.

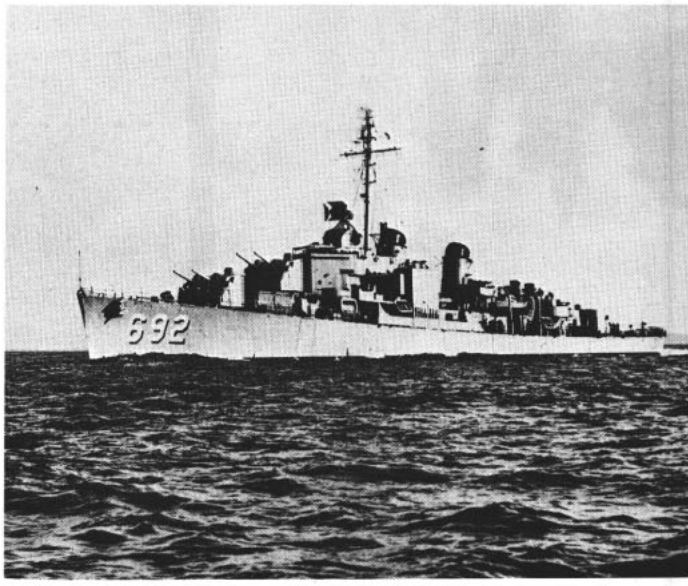
I THINK I'M the junior E-8 in the Navy, or at least the junior MMCS. I was advanced to senior chief machinist's mate on 16 Nov 1963, and at that time I had 13 years, 19 days on active duty. Did I make a record? —E. H. Hawkins, MMCS, USN.

UP 'N AT 'EM—Troops board copters on flight deck of *USS Boxer* (LPH 4) for assault on beach. *Boxer* claims she has a record number of helicopter landings.

A. C. MCCLARAN, RMCS, USN, of Tactical Air Control Squadron 12, made senior chief after serving 11 years, four months, 15 days in the Navy. When he took the examination on 30 Jul 1963 he had been in the Navy for 11 years and 29 days. This squadron believes that Chief McClaran holds the record for making senior chief in the shortest time.—R. J. Dunn, Commanding Officer.

WHAT ABOUT SHORTEST time to make PO1 under current regulations? I joined the Navy on 16 Sep 1959 and made MMI on 16 Nov 1963—four years, two months later. I was lucky.—Bill Bowers, MM1, USN.

SMALL CLAIM—Drone launching tug *USS Kalmia* (ATA 184), with an over-all length of only 143 feet claims to be the Navy's smallest aircraft carrier.



DD CLAIMS—Old *USS Dewey* (DD 349) took 75-degree roll. *Rt: USS Allen Sumner* claims continuous service record.

• *Our staff artist, Chief Damage Controlman Tom Patrick, has a favorite saying which might be appropriate here: "You're never first."* —ED.

I HAVE BEEN interested in your series of "Most" claims. May I enter the list with: shortest time from enlistment (Detroit, 12 Aug 1915) to graduation from the U. S. Naval Academy (6 Jun 1919)—three years, nine months, 25 days? Much appreciation for a well-edited publication. —Lisle J. Maxson, CAPT, USN (Ret).

SOMEWHERE on USS *Bennington* (CVS 20) there is a man shorter than I. I am five feet nothing, the same as your shortest man mentioned in the "Most" article. So, if the guy that I very proudly looked down on aboard *Bennington* will come forth and identify himself, he can claim his rightful title.—A. L. Tokin, Jr., AA, USN.

I'LL CHALLENGE LT Fred Mann's correspondence course record. I doubt that mine is a Navy record, but I have completed a total of 131 correspondence courses, broken down as follows: 25 officer courses; 51 enlisted courses; 9 USAFI courses; 31 U. S. Army courses; 11 University of Maryland courses; and 4 civilian courses.

Keep up the good work on a great magazine.—D. N. Clyde, ENS, USN.

• *And thank you for taking time out from your studying to drop us a note.*—ED.

FOR THE CATEGORY of longest homeward-bound pennant, you mentioned USS *Augusta* (CA 31) and her 700-foot pennant. While USS *St. Paul* (CA 73) can't top this, she certainly is way ahead of USS *Salem* (CA 139), which trailed a 512-footer in 1958.

When *St. Paul* got underway from

SO LONG—At end of WW II time overseas *USS Essex* (CV 9) hoisted a 1538-foot homeward-bound pennant.

Yokosuka, Japan on 6 July 1962, she ended more than three years in the Far East, two and a half of them as permanent flagship of Commander Seventh Fleet. As the last line was cast off, a 674-foot homeward-bound pennant was unfurled. The pennant exactly equalled *St. Paul's* length. Were it not for the regulation that pennants cannot now exceed the length of the ship, *St. Paul* could have flown a pennant 740 feet long, surpassing that of even the old *Augusta*.—C. M. Zucker, LTJG, USNR.

IN THE LAST FEW months I have read a lot about homeward-bound pennants. In your November issue you say the old *Augusta* holds a record with a 700-foot pennant. I have taken this as long as I can without saying something to set the record straight.

USS *Essex* (then CV 9), upon departure from Japan at the end of World War II, hoisted a homeward-bound pennant 1538 feet long, which was soon carried away by the wind. Our boatswains made up another of the same length, which was unfurled just prior to entering Seattle, Wash. It flew for only a few minutes, but still it qualified as a homeward-bound pennant.—R. E. Chamberlain, QM1 (SS), USN.

• *Sounds like a fair entry to us. Anyone else remember details about the 1538-foot* Essex *pennant?* — ED.

WHAT DOES the record show for shortest-lived ship? Try USS *Barton* (DD 599): launched in January 1942, commissioned 29 May that year and lost in combat after a torpedo attack on 13 Nov 1942, for a service life of five and a half months. —V. C. Timmermann, USN (Ret), a survivor.

• *We would like to pay tribute now to the heroic crew of* USS Barton *which went down tragically after such a short fighting career. We have no simple way of determining if this was the shortest-lived ship in the Navy. Records confirm your information, however.*

This may be a little beside the point, but we do know of another tragedy of a short-lived ship—Vasa, *a man-of-war built in 1628 to help maintain Sweden's power in the Baltic against the threatened attack by the Hapsburg Empire.* Vasa *mysteriously sank two hours after launching and remained at the bottom of Stockholm harbor for over 300 years. On 4 May 1961, after several years of preparation,* Vasa *was raised from the mud. It is now being used as a museum.*—ED.

WHY DIDN'T YOU mention USS *Boxer* (LPH 4) in the "most" article? You said USS *Valley Forge* (LPH 8) had a "most" with 15,000 helicopter landings. *Boxer*, between 19 Jan 1959 and 1 Nov 1963, logged 46,519 helicopter landings as an LPH. In addition to this record, *Boxer* had 11,686 landings on the books from 1 Nov 1962 to 1 Nov 1963, and on 20 Aug 1963 she logged 938 whirlybird landings in a 12-hour period.

Any further elaboration on *Boxer* "mosts" would require at least a 10-page report, which we, in all our humility, would consider being rather boastful.—Air Department Office Staff, USS *Boxer*.

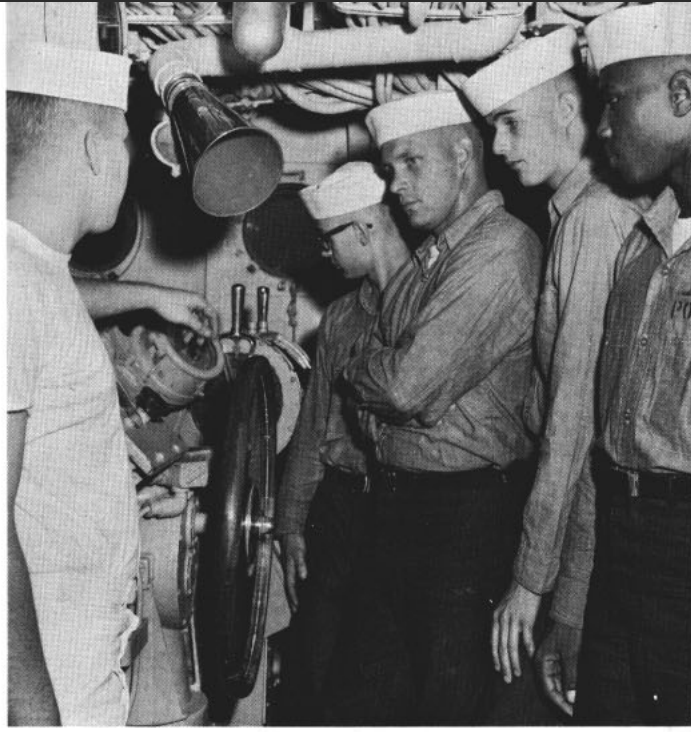
• *Chinese philosopher say: "He who calls laziness 'humility,' and boasts that he has something to boast about, but doesn't boast about it, never gets his ship's name in* ALL HANDS*—and inevitably asks, 'Why didn't you mention my ship.'"*—ED.

REPORTER HOWARD'S article on Navy "most" claims should certainly earn for him the title of "Journalist With Neck Stuck Out Farthest," despite his disclaimers that he is merely reporting claims, not judging them. With regard to the first vessel underway on nuclear power, perhaps he will concede that someone's foot is in someone's mouth, for the skipper of *Nautilus* on that historic cruise was CDR Eugene P. Wilkinson, USN, not CDR W. R. Anderson, who was the second skipper.—J. D. Alden, CDR, USN.

I HEARTILY concur with the foregoing. Reporter Howard certainly did put his foot in his mouth. I always knew him as such a sensible lad—conscientious, perceptive, thorough. Perhaps the strain of sorting out all those claims was too much for him. I'd give him the sack.

—Bill Howard, JO1, USN.

LATEST RESULTS — More claims have been made as to who has the shortest time up the ladder to CPO.

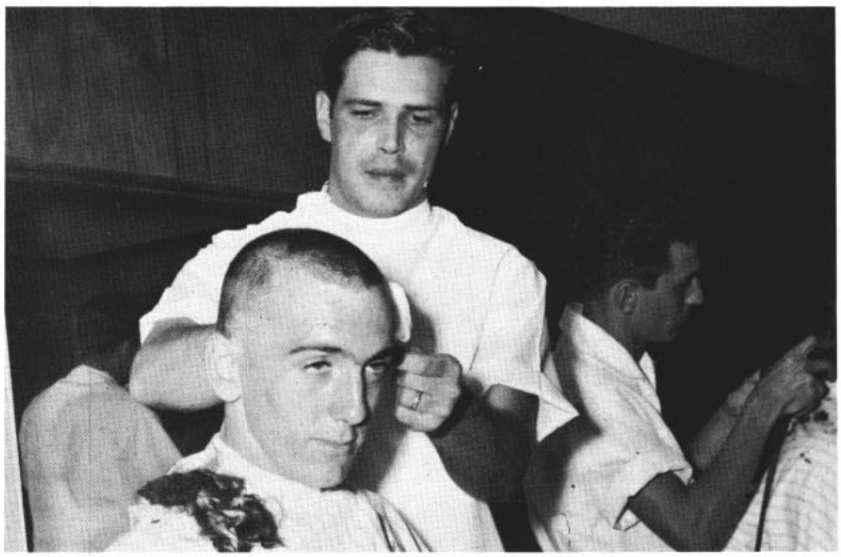


HOW BOOT IT—Reserve recruits are briefed on ship's engineroom and pilot house during training session.

Boot Camp

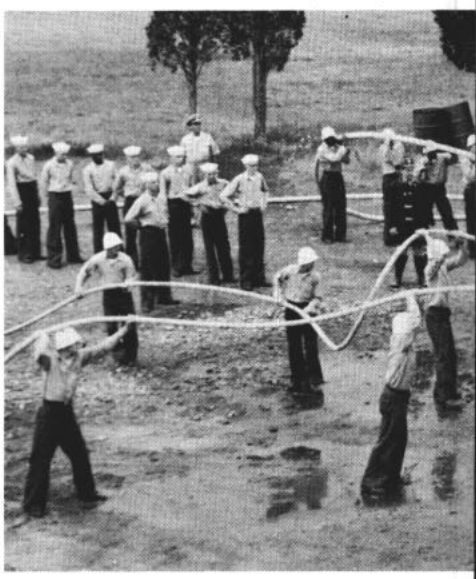
SOME MONTHS BACK, 12th Naval District Headquarters received a request to jury-rig a recruit training center at Treasure Island, Calif., and stand by to pinch-hit for NTC San Diego. The order stated that the first wave of almost 300 recruit Reservists was due to arrive in nine days.

Reserve recruits are normally trained by one of the two Naval Recruit Training Centers. But NTC San Diego was fighting an outbreak of meningitis and taking no new trainees. All Regular Navy recruits



GRIM TRIM—Recruit at Philadelphia N.B. gets traditional haircut. *Below:* Naval Reserve recruits at Davisville, R. I., step out during drill session.

RESERVES learn fire fighting.



JURY-RIGGED — Temporary training centers were set up for recruits. (Yes, we noted that someone is out of step.)

Scores With a Pinch-Hitter

were being diverted to the Naval Training Center, Great Lakes.

Although Chicago's training center was large enough to train the double load of Regular Navymen, it could not handle more than its normal load of Reserves at the same time.

The Reserve recruits, numbering almost 4000, had to be trained somewhere. Treasure Island was chosen first, and in August two similar (though smaller) Reserve recruit training centers were established in the First and Fourth Naval Districts.

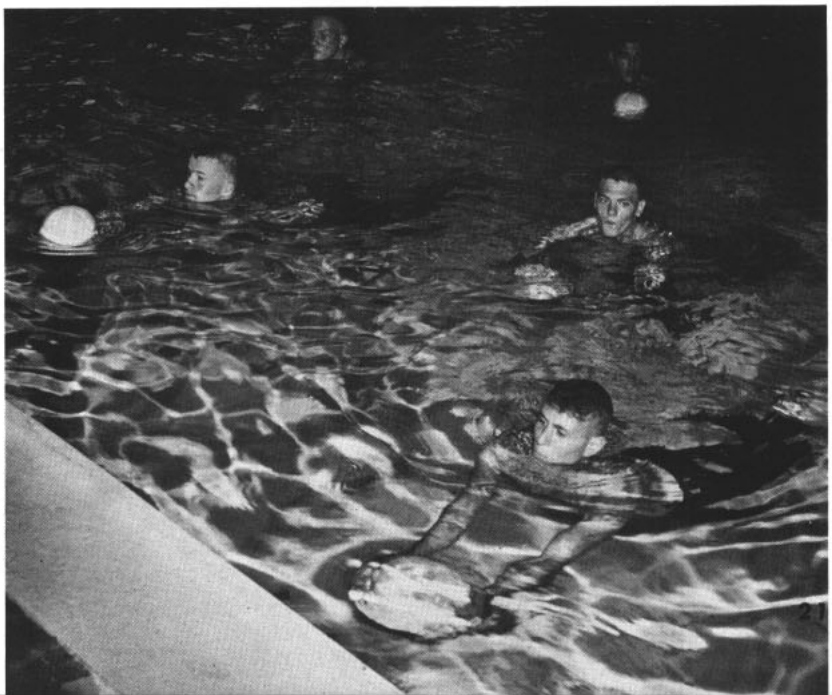
Treasure Island Navymen of the 12th Naval District had only nine days to get the program rolling. Arrangements were made for haircuts and classrooms and for use of the swimming pool and rifle range. Drill instructors were furnished by a Marine company in the area. Treasure Island's Navy and Marine Corps Reserve Training Center agreed to assist in on-board processing.

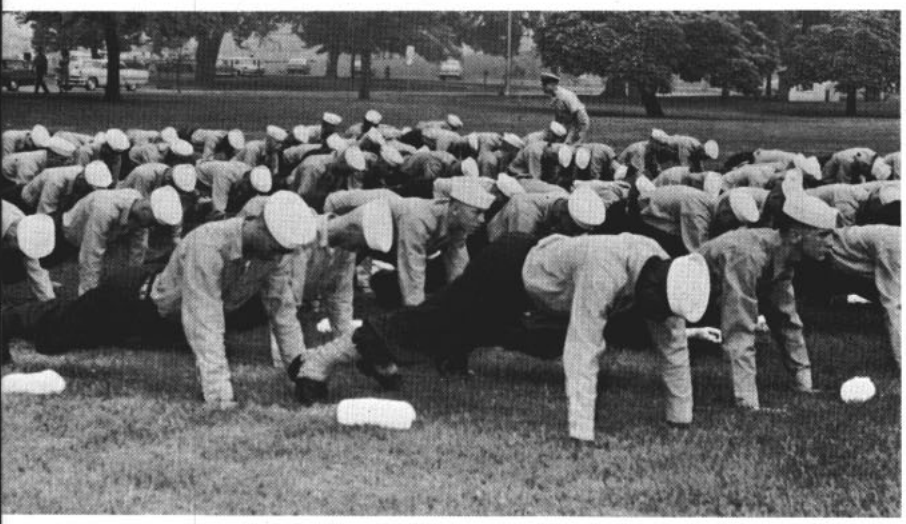
Navy planners then faced the personnel problem. A Naval Reserve training staff consisting of 12 officers was needed. Inactive Reserve officers from commands in the Eighth, 11th, 12th and 13th Naval Districts volunteered for active duty and arrived well before the first recruits.

Most of the enlisted staff was also comprised of Reservists. Since many of these Reservists could not arrange an absence of more than two weeks from their civilian occupations, overlapping tours of duty were arranged to provide the needed continuity.

An officer and four enlisted men

ON TOP—During survival class Reserve recruits learn how to use their white hats to help keep afloat.





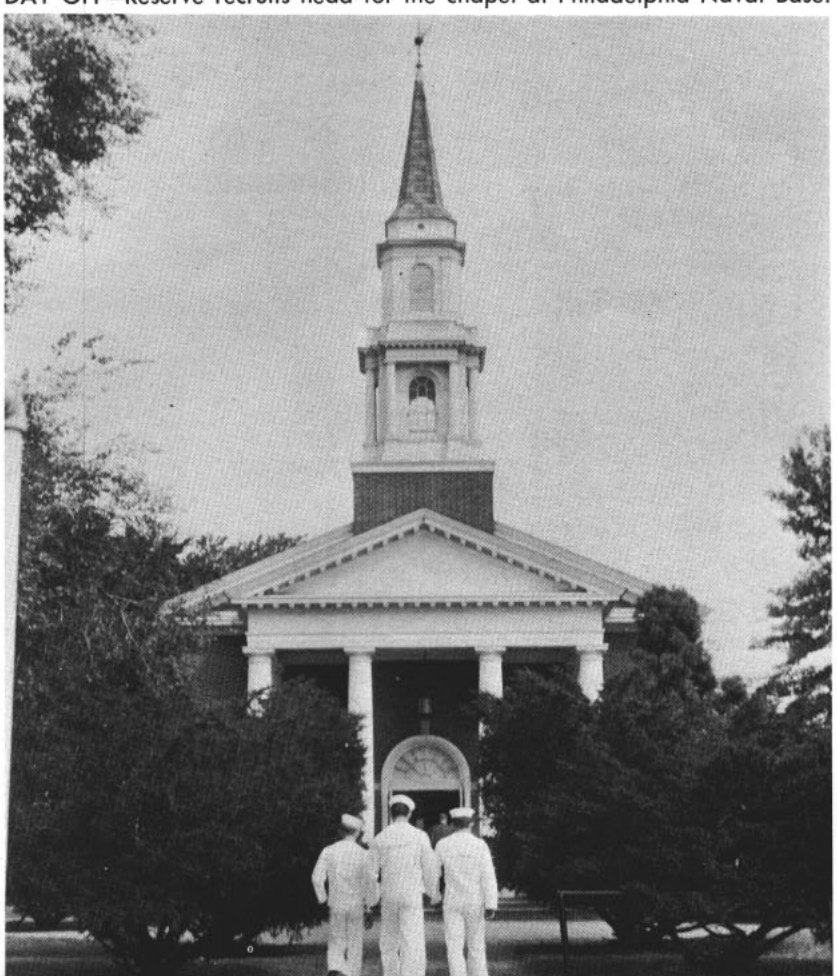
PRESENT ARMS—Recruits toughen arms with push-ups and (rt.) receive instructions in the manual of arms.

arrived from NTC San Diego to help organize the first two-week class. They brought with them the curriculums used in San Diego, plus web belts, guidons and the like. Drill rifles were loaned to the command by local NROTC classes.

WHEN THE RECRUITS arrived at Treasure Island they received the standard boot camp treatment. Their hair was cut, they were told to memorize their serial numbers and taught the difference between a chief and a seaman recruit. Then they were issued their seabags and put in the hands of their company commanders and Marine drill instructors.

First they learned to march. And when they were not pushing a piece they were lectured on first aid, hygiene, naval history, leadership, citizenship and the Uniform Code of Military Justice. They learned to swim, shoot, fight fires, and survive nuclear, biological and chemical warfare attacks. Before leaving boot camp they went aboard ships of Radar Picket Squadron One for shipboard indoctrination and familiarization classes.

DAY OFF—Reserve recruits head for the chapel at Philadelphia Naval Base.



A month before Treasure Island's boot camp was due to close, two more Reserve recruit schools were established at the Philadelphia Naval Base and the Naval Construction Battalion Center, Davisville, R. I. to relieve overcrowding at NTC Great Lakes.

Guided by outlines of Treasure Island's program, the two new training centers called inactive Reservists, arranged for the use of facilities and stood by with barber's clippers and hypodermic needles. Great Lakes sent each a company commander. By nightfall, 11 August, the first groups had arrived from 25 eastern states.

After uniforms were issued, the recruits were taught the art of close order drill. Taps, reveille, chow call, drill, study, drill—no different from San Diego or Great Lakes.

The men of each class returned to their homes after completion of two weeks' training. Later they will be called to serve their obligated 24 months' active duty.

In September the last companies paraded in the traditional brigade review, the jury-rigged boot camps closed, and the inactive Reserve training staffs returned to their civilian jobs. And, of course, San Diego went back to pushing boots.

ALL HANDS

SURE SHOT—*Bon Homme Richard* sends off 50,000th accident-free launch.

Bonnie Dick's Cool Cats

WHO HAS BEATEN 50,000? This is the question asked by the catapult crew of USS *Bon Homme Richard* (CVA 31) since the 50,000th successive accident-free cat launching.

While the carrier was enroute to Hawaiian waters for an Operational Readiness Inspection, the cat men invited the ship's skipper CAPT G. S. Morrison, to fire the milestone shot. CAPT Morrison who is a former flight deck officer, donned a yellow shirt and green helmet and, after a thorough safety check, gave the signal for blast off.

Safety is no accident as far as the cat crew is concerned. Long hours of intensive training and practice have resulted in precision teamwork which successfully produces rapid and safe catapult launches.

Each individual of the two 18-man crews feels a heavy responsibility in his job function. It is no wonder that every man involved feels justifiably proud of his particular role in getting the "birds" aloft.

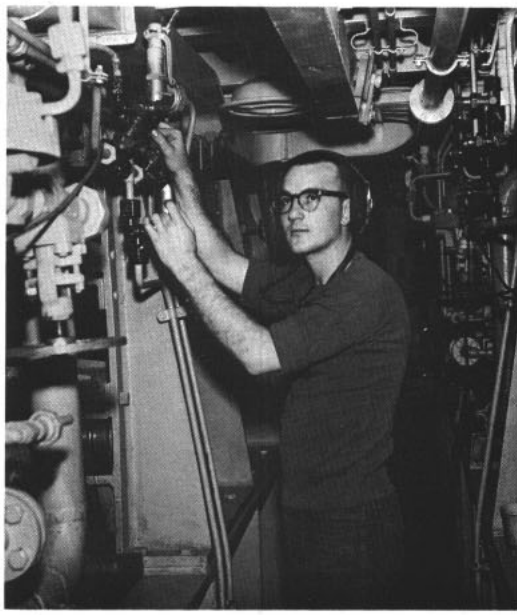
Whether he is a hookup man, console operator, bridle man, or "slingshot" officer, the cat team member finds no detail pertaining to a safe launch too small to escape his watchful eyes.

With *Bon Homme Richard* on her way to join the Seventh Fleet's front line of defense for a seven-month deployment, the cat men hope to log thousands of additional successful launches from the carrier's deck.

AT SEA—*USS Bon Homme Richard* (CVA 31) refuels while with Seventh Fleet.

DECK EDGE operator waits go sign.

ON THE ALERT—Members of catapult crew man the console. *Below:* Operator mans below-deck launching equipment aboard *'Bonnie Dick.'*



LETTERS TO THE EDITOR

It's Official But Not Navy

SIR: I would like to know if it is lawful for members of the military service to send their income tax returns into the Internal Revenue Service in franked Navy Department envelopes.

In my opinion, mailing a tax return is official business, and people stationed overseas a long distance from the Internal Revenue Service should at least be granted free postage for mailing their returns to the government. — R. G. S., DK2, USN.

• *Hoot, mon. We think your Uncle Sam would take a dim view if you were to mail your tax return in a franked envelope.*

The official business referred to on the envelope means official Navy *business. Mailing your tax return isn't official Navy business. Now, is it?*

So stop moanin', lad. It doesn't cost you any more for postage than it does a tax payer living just a few blocks from the Internal Revenue Service.—ED.

That Pennant Is Flying Again

SIR: A photo caption in the October 1963 issue mentions the homeward-bound pennant—610 feet long—of USS *Springfield* (CLG 7). I thought the length of a homeward-bound pennant was calculated on the basis of one foot for each month the ship is away from its home port. Using this scale, *Springfield* would have been on a cruise lasting 50 years, 10 months—so I suppose I must be wrong. What does ALL HANDS say about it?—J. H. N., SO1 (SS), USN.

• *We haven't heard about any ship, including* Springfield, *completing a 50-year cruise recently, so we agree that you must be wrong. Here's what we know about the subject, our authority being DNC 27* "U. S. Naval Flags and Pennants, Descriptions, Uses and Customs:"

A vessel which has been on duty outside the limits of the United States continuously for a period of nine months or more may fly the homeward-bound pennant upon getting underway to proceed to a port of the United States. This pennant may be displayed until sunset on the day of arrival in a U. S. port of destination.

The homeward bound pennant is divided vertically into two parts; that portion next to the hoist is blue and the fly is divided horizontally into halves, the upper red and the lower white. In the blue portion is placed one white star for the first nine months that the ship has been continuously on duty outside the U. S., plus one additional white star for each additional six months. The over-all length of the pennant is normally one foot for each officer and man on the ship who has been on duty outside the United States in excess of nine months. Where this produces a pennant excessively long, its length is kept within practical limits, but in any event the length is not to exceed the length of the ship.

The relative proportions of the pennant shall be as follows:

- *Length of pennant: 1*
- *Width at hoist: .005*
- *Width at fly: .0015*
- *Distance between centers of stars and from centers of end stars to ends of blue portion: .004*

(Hence, the length of the blue portion is derived by multiplying the number of stars, plus one, by .004.)

- *Diameter of stars: .003*

Upon arrival in a port of the United States, the blue portion containing the stars is presented to the commanding officer. The remainder of the pennant is divided equally among the officers and men of the ship's company.

As we understand it, use of the homeward-bound pennant was traditional in the Navy for many years, but achieved official status in March 1952 when the above specifications were incorporated in DNC 27. There were no restrictions on the length of the pennant until Change Four to DNC 27 was published in June 1961, at which time the length was limited to length of the ship.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

Size of the National Ensign

SIR: I have wondered what authority governs the size of the national ensign flown at our station and whether the same size ensign should be flown on holidays as on other days.—W.E.B., LT, USN.

• *The size of the national ensign flown by activities of the shore establishment is a matter of local regulation unless, of course, higher authority assumes control. There is no Navy-wide directive on the subject.*

If no authority higher than your station commanding officer has specified the ensign's size and its size is not indicated by the station allowance list, your station CO has the authority to make the determination.

His decision will, most likely, be influenced by the pole's height.—ED.

Correct Inspection Procedure

SIR: I recently inspected a large squadron on the West Coast and noted, with dismay, that as I approached each division, the division officer merely called his men to attention, saluted and announced that the division was ready for inspection.

I made quite a point of this during the inspection critique and pointed out that, by Navy tradition and the *Landing Party Manual*, when the inspecting officer approached within six feet of a division officer, the division officer would give the order, "hand salute" then turn to the inspecting officer and say, "Good Morning Sir" or "Good Morning, Captain" then turn to his division and give the order "Two."

Following this he would report about as follows: "Sir, this is the X division, with 88 men assigned, 53 men at quarters, 25 authorized absentees, no unauthorized absentees—ready for inspection, Sir."

The squadron commander concerned very respectfully called to my attention that such procedure is not required by the *Landing Party Manual*.

Upon checking, I found that indeed the *Manual* merely prescribed that, upon the approach of the inspecting officer, the division officer will call his men to attention and salute.

My question is: Is the method I have described above still the accepted method of presenting a division for inspection or has it become *passe* or, if it has not, wherein is it prescribed officially? —W. R. S., CAPT, USN.

• *The method you described is not passe. It is that given in "Shipboard Procedures" (NWP 50(A)) and is, therefore, for guidance of commands afloat.*

The "Landing Party Manual" is normally used for guidance in commands ashore. "Shipboard Procedures," though written for afloat commands, corresponds to commands ashore in many respects.

It could be assumed that, unless the

individual command or inspecting officer prescribed otherwise, the procedure to follow would be: Commands ashore —"Landing Party Manual;" commands afloat—"Shipboard Procedures."—ED.

Niagara's Resurrection

SIR: I recently read a historical item in our local paper which was reprinted 50 years after its original publication date. It concerned USS *Niagara* (Commodore Perry's ship during the Battle of Lake Erie) which, according to the article, had been towed in from Lake Michigan to a Sheboygan, Wis., dock.

I had thought, up to the time I read this article, that *Niagara* had long since vanished. Can you tell me what happened between 1813 and the day in 1913 when she was towed to Sheboygan? I would also like to know if she is still afloat and, if so, where she is located.—J. M. S.

• *A few words might be appropriate here concerning* Niagara. *As you may know, she didn't enter the battle as Perry's flagship. His flag first was in* USS Lawrence, *which was disabled by the British during the battle.*

Perry brought down his flag, got into a boat and was rowed to Niagara *literally under the muzzles of the British guns in one of the greatest cliff-hanging escapes of naval history.*

Once Perry was on board Niagara, *he ordered the United States ships to regroup.* Niagara *broke the British line by firing such deadly broadsides that the British were thrown into confusion.*

Two of the larger British brigs ran afoul of each other; Niagara *signaled for close action and ran across the bow of one of the fouled ships and the stern of the other raking them both. She then went on to other British ships, followed by the little one- and two-gun vessels of the fleet.*

Perry was rowed back to Lawrence *to take the British surrender, although* Lawrence's *crewmen were, by this time, almost all dead or wounded.*

After the War of 1812, Niagara, *along with the other ships of Perry's fleet, was dismantled and sunk at Misery Bay (now Presque Isle Bay) at Erie, Pa., where she remained until 1913. She was raised and restored at that time for the Perry Centennial and was towed around the Great Lakes and back to Erie.*

The old ship had to be rebuilt again in 1939, but she is still afloat and is the property of the state of Pennsylvania.

She can be seen near the Public Docks on lower State Street in Erie. —ED.

Can a P-500 Pump Fuel?

SIR: In the November issue of ALL HANDS (page 28) a letter to the editor stated that a P-500 "fuel pump" was jury-rigged for the transfer of fuel oil between the destroyers USS *Norris* (DD 859) and *Bristol* (DD 857).

STANDING ORDERS—Perry's flag is moved from *Lawrence* to *Niagara* during Battle of Lake Erie in 1813.

I believe that the P-500 pump is never used to transfer fuel of any type, since the liquid being pumped is also circulated to cool the pump's engine.

On the other hand, the P-500 may be used to remove oil from a compartment if it is equipped with an eductor. Then the suction would be taken from the sea or other source of water and no oil would reach the engine cooling passages.—J. W. M., DCCM, USN.

• *As you say, the P-500 is not a fuel pump. The P-500, an oversized handy-billy, was designed to be used fighting fires and definitely not to pump inflammable liquids.*

However, rather than disproving the commander's claim, the fact that the P-500 cannot normally be used in pumping fuel tends to speak for the ingenuity of Bristol *and* Norris.

The writer didn't say how the jury-rigging was done, but we can make a guess. At any rate, we doubt that it was done with the eductor. If an eductor were used the pump could not be called a jury-rig, since the eductor is often used with the P-500.

For another thing, any fuel pumped with a P-500 and an eductor would arrive at destination contaminated with water—brine—unless the ship had an abnormally large supply of fresh water.

However, there is at least one way to rig a P-500 for pumping fuel. First, you disconnect the quarter-inch line that runs from the pumping line to the cooling system. (All the liquid being pumped does not run through the cooling system.) Then, after plugging the holes in the pumping line, you connect the cooling line to an outside source of water.

When this has been done, oil or other fuels may be pumped through the P-500, since the fluid being moved would never enter the cooling system.

We are guessing that this is the method used by the destroyermen. Perhaps Commander Rienstra will clarify the matter for us—we'll be glad to publish his explanation.—ED.

Whose Reference on Those Orders?

SIR: Here's a hypothetical situation for you to ponder. Suppose the commanding officer of USS *Drybone* (DDR 1) receives BuPers message orders directing detachment of an officer from the ship to a new duty station.

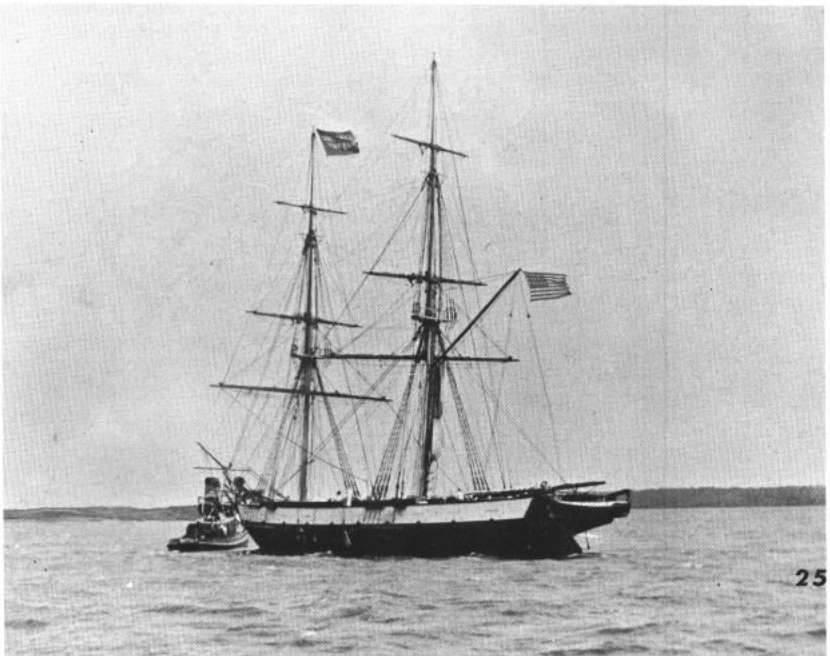
On the basis of the message and, in accordance with the *BuPers Manual*, the orders are written in letter form for the commanding officer's signature.

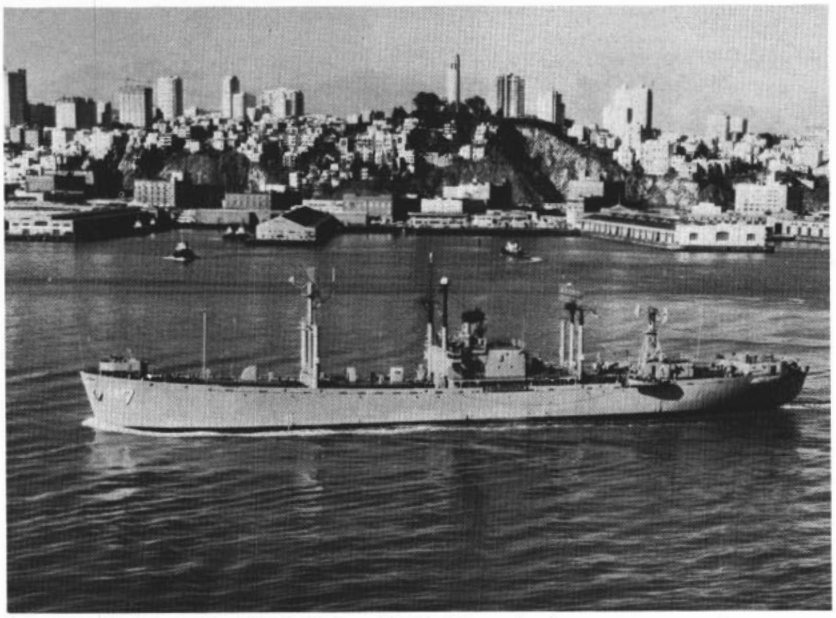
The question is: Does the endorsement designation line reference the orders of the CO, *Drybone*, or would it reference the BuPers message orders?

I am of the opinion that it is an endorsement to the CO's orders and not to the BuPers message. Am I correct? —F. T., YN1, USN.

• *The answer to your question isn't*

HISTORIC BRIG *USS Niagara*, raised from bottom of Misery Bay and rebuilt in 1913, prepares to begin centennial cruise of Great Lakes.





RADAR PICKET ship USS *Picket* (AGR 7), called an ocean radar station ship (YAGR) until reclassified in 1958, steams in San Francisco Bay.

specifically spelled out in regulations or directives so we asked for an opinion from the people in the Bureau who write officers' orders.

They disagree with you and here's the reason why: In all communications requiring endorsements, each endorser refers to the original letter or message.

In this case, it is the BuPers message which started the ball rolling rather than the CO's letter. Therefore, it would be the Bureau's message date-time-group which should be referenced.—ED.

Sew-Sew Job on Rating Badges

SIR: It has always been my understanding that gold rating badges should be sewn on by hand, using a blind stitch, whether on a CPO, PO, or Wave uniform. All other rating badges, I thought, were to be sewn on by hand or by two rows of machine stitching.

The proper method of attaching rating badges was questioned at a recent personnel inspection, and investigation revealed that Articles 0651-3 and 0862-3 of the *U. S. Navy Uniform Regulations* agree with me, but Article 0762-6 does not. Do the articles conflict by accident or by design?—R. L. K., SKCM, USN.

• *The articles do not conflict. Article 0651-3 applies only to . CPOs, and article 0862-3 applies to Waves.. Your understanding is correct in these two categories. Gold rating badges must be sewn by hand with a blind stitch, and other badges may be sewn with a blind stitch or by machine.*

Enlisted men below CPO, however, must have their blue wool melton and white twill badges attached by machine. They must be sewn on with two rows of plain machine stitching one-eighth inch apart with thread that matches the color of the uniform.

Rating badges worn on blues by the lower six pay grades have a melton background, which does not ravel and is not hemmed. Blind stitching, which grips only the extreme edges of the badge, would pull loose in this type of material, especially since the uniforms, both white and blue, are either hand or machine washable. Machine stitching is stronger and more satisfactory for the blue melton uniform. For uniformity and because of the durability of machine stitches, the same application is required for white uniforms.

There is a good reason for the distinction made between CPOs and Navymen below CPO. The Chief and Wave uniform is made of serge, gabardine or tropical worsted – all materials which will ravel–so the edges of the rating badge must be turned under or hemmed. Also, this type of uniform is usually dry-cleaned, so little wear and tear is imposed on the stitching.

Article 0762-6 of "Uniform Regs," which specifies the stitching regulations for enlisted men below CPO, is being considered for change by the Permanent Naval Uniform Board. The change will clarify the regulations to permit enlisted men who wear tailor-made uniforms of materials other than melton to use blind stitching instead of machine stitching. —ED.

Cavalier Snipes at Picking

SIR: The September 1963 Letters to the Editor Section of ALL HANDS carried a picture of USS *Picking* (DD 685) and said she claimed a Navy first in getting the Engineering Excellence Award for the sixth time.

On behalf of USS *Cavalier* (APA 37), I dispute the claim. *Cavalier* won her gold "E" with a hashmark for engineering excellence in February 1963. On 20 February it was made official.

I hereby claim a first for *Cavalier*.—E. H. F., YN3, USN.

• *CNO doesn't maintain a file of awards for departmental excellence issued by type commanders and, if we were to check each claim* ALL HANDS *receives with the appropriate type commander, it would place a needlessly heavy burden upon them.*

ALL HANDS *passes on bona fide claims of records to its readers, and frequently watches them go down in flames. You might call it survival of the fastest.*

HAPPY OCCASION—Scenes similar to this one at Norfolk, Va., are repeated many times each year in U. S. ports.

Someone must be first and foremost, but sometimes a record cannot be verified until a claim has been staked. Nevertheless, we invariably wish all record claimers well.

Whether or not a record is actually achieved is immaterial. The accomplishments reported almost always reflect unusual achievement, merit our congratulations and reflect credit upon the Fleet.—ED.

More About Pigeons

SIR: Concerning pigeons at Mare Island Navy Yard (Taffrail Talk, Sept 1963), in my book, *A Long Line of Ships*, I mentioned that the birds were installed about the time of the Spanish-American War and trained for use in a one-way messenger service.

They were incapable of taking a message off Mare Island, but if removed from the island they were willing to take a message back. Pigeon-keeper Joseph N. Richards sent birds out on every transport leaving the West Coast. In May 1897 one of his birds carried a message back from the steamer *Alameda* from over 400 miles at sea—Arnold S. Lott, LCDR, USN (Ret.).

SIR: After reading the Taffrail Talk item about pigeons at Mare Island and the letter in the November issue which mentioned Lakehurst's homing pigeons, we decided to volunteer information on the demise of the official bird brigade.

Your reader states that to his knowledge the loft was discontinued in 1931. True, the building where the birds were kept was demolished at that time; but a new loft was set up at another site on the base. Pigeons continued in use for relays during and after the war.

NAS Lakehurst was previously the hub of naval lighter-than-air airship operations. Pigeons were a means of communication between the airships and their home base, since most of the time radio silence had to be maintained. The homing pigeons did this, and did it well.

After the war, however, the usefulness of pigeons gradually diminished, and in 1948 it was a sad case of "Bye Bye Birdie." But apparently these birds had learned their job too well, for subsequent attempts to rid the station of pigeons proved easier said than done. Lakehurst was their home, and if they couldn't get back in their cozy loft, then anywhere else, including the numerous hangars would serve the purpose.

Today the descendants of these pigeons still call NAS home—much to the dismay of our umbrella-carrying hangar watches. What canals are to Venice and cable cars to San Francisco, pigeons — unfortunately — are to Lakehurst.—SIO, HU-4.

• *We won't propose a solution to NAS Lakehurst's problem of how to get rid of the pigeons (incidentally, how did Mare Island accomplish this seemingly impossible feat?); but we can suggest how the present unpropitious situation might be turned into an enjoyable sporting activity.*

How about pigeon-flying, or the sport of racing homing pigeons? Ordinarily the birds must be specifically bred and trained for this purpose, but Lakehurst's pigeons already have "homing" blood, so there remains only the training.

The training and subsequent racing of these pigeons might turn out to be good fun—and it might help to restore a certain dignity to the present generation of pigeons, whose ancestors were so useful to the Navy.

We're sure that, within our multi-talented Navy, someone can pass the word to those interested in the care and training of homing pigeons.—ED.

MASTER CHIEF Radarman Carrey Nelson is congratulated by RADM Marshall E. Dornin during ceremony transferring him to Fleet Reserve.

Why Only One Sleeve?

SIR: I have been asked why Navymen don't wear their rating badges on both sleeves of their uniform. Army, Marine and Air Force personnel are always seen with their specialty or rating badges on both sleeves but never the Navyman.

I am a Navy recruiter in a predominantly Army area and have been embarrassed by my inability to come up with an authoritative reply.—R. J. K., ENC, USN.

• *The next time anyone asks, just tell them the Navy likes it that way. Anything else, according to Navy thinking, would detract from the uniform's sharp, clean and uncluttered appearance.*

The present regulations which prescribe wearing rating badges on only one arm resulted from a post-World War II effort to correct various inconsistencies in the manner of wearing insignia and make the uniform as smart, conservative and neat as possible.

At one time, you may recall, rating badges were worn on the right or left sleeve, depending on the wearer's branch; distinguishing marks were worn on the opposite sleeve.

In 1948, when a new rating structure became effective, however, Navymen were required to wear their rating badges on the left sleeve between the shoulder and elbow and to wear all brassards on the right sleeve. The pay grade and rating group of non-rated men were indicated by group-rate marks and white cuff markings on dress blue jumpers were standardized at three stripes.

If you recall the old system which permitted branch marks on the shoulder seam and varying numbers of cuff marks (to mention only two variations), you will probably agree things are much simpler now.—ED.

TOP BOOTS—Rose Marie Drake, AN, USN, (left) received American Spirit Honor Medal, Honorwoman and Military Award, and Lynne Mary Luggen, SA, USN, got award for top scholastic average during recruit graduation.

GREETINGS—Members of MCB Seven stand by as *USS York County* (LST 1175) makes port at Roosevelt Roads, P. R., with cargo of construction equipment.

Now, Back in the Old Navee . . .

SIR: My friend Captain Mossbottom, long retired, thinks it's about time you young squirts pass along some word concerning what the old Navy was *really* like. I realize the old-timer is a nit picker, has a flapper lip, and likes to beat his gums, but if the ALL HANDS gang listens to his wild ramblings now and then you are sure to pick up some pointers of value.

The old gent has told me many a time that all he wants to do is help keep ALL HANDS on an even keel. With this in mind, permit me to pass along what Captain Mossbottom had to say the last time I saw him:

"Look at this November number of ALL HANDS, sonny. At the bottom of page 27 this young ensign writes 'We have several officers in USS *Saratoga . . .*'

"Now here's a young lad who knows how to talk real Navy language. Notice that he said *in* USS *Saratoga*.

"Now look at what that ALL HANDS writer fella did in 'Taffrail Talk' on page 64. ' . . . saw duty on *Lexington* and *Kearsarge* . . . ' This is absolutely wrong!

"When you use USS followed by the name of the ship, you don't use *the* in front of it. If you don't use USS, you can say '*the Saratoga*,' for example.

"You always serve *in* a ship, never *on*. You don't ride *on* a car, do you? Of course not. You ride *in* a car and you ride *in* a ship. You don't live *on* a house, do you? You live *in* a home and, as your ship's your home, you live *in* the ship.

"The whole argument was debated a few years back by a group of old flag officers, and the final consensus was *in* a ship. You tell those ALL HANDS fellas to be real Navy and never again say that anyone served or had duty *on* a ship.

"Also tell them that on page 26 there's another mistake concerning morning colors. ALL HANDS says that 'down comes the prep pennant' and the bugler sounds attention, and then they play the national anthem. Baloney! First of all, prep is not and never has been a pennant! The 'Blue Peter' is and always was a *flag!* Cast, Easy, Dog, Fox and George used to be pennants a long time ago, but they were all changed to flags. The only pennants are *numerals.*

"And look at this business on page 19 about *Augusta* having the longest homeward-bound pennant, with one of 700 feet. Bah!"

The Captain then produced a cruise book entitled *European Cruise of USS Pittsburgh, Flagship, Naval Forces Europe, October 1922–July 1926,* from which I quote the following:

"Promptly at 9 a.m., Saturday, 3 July 1926, the good ship *Pittsburgh* cast off all lines, with her *850-foot* silk homeward-bound pennant hoisted at the mainmast, got underway for New York, departing from Antwerp, Belgium.

"At 9 a.m. Saturday, July 17th, the *Pittsburgh* passed the Statue of Liberty, thus completing—for a second time in her career—a tour as Flagship of our Naval Forces in Europe, having steamed 54,706.5 miles since leaving Philadelphia on October 2nd, 1922, making 154 stops at various ports of 28 countries or their possessions."

Captain Mossbottom adds that he was the only officer to make the full cruise in Europe from the time *Pittsburgh* left until finally coming back to New York. He stated that the 850-foot pennant was a fact; that it streamed just before the ship went down the river from Antwerp. At the 400- and 600-foot spots large hydrogen balloons were tied to the pennant to help stream it and keep it up.

"Even so," the Captain added, "with a great big arc floating out behind the ship, the tail end of the pennant dragged in the water for about 100 feet or so. Coming back up the East River in New York, only about 300 feet were played out, as it was a drizzly, overcast day and the full pennant couldn't be streamed."

The *Pittsburgh* cruise book further shows that from 6 August to 3 Sep 1923, the ship visited no less than seven countries. They were Denmark, Sweden, Finland, Estonia, Latvia, Danzig Free City, and Germany, in that order. "Put that in the record book," insists Captain Mossbottom.

As for the length of steaming in one ship (15 years), as related on page 18, you're sure to get the book thrown at you from some of Captain Mossbottom's old USS *Nevada* (BB 36) shipmates. He told me that two chief boatswain's mates in the *Nevada*, Sammy Cohen and a man named Ghieslen, went on board as apprentice boys and advanced all the way to CBM. The captain thinks that Sammy Cohen put in his full 20 in the *Nevada* without ever having left her.

Incidentally, the skipper who took over *Pittsburgh* in 1922, Captain John V. Klemann, is now 88 years old and lives in Washington — Isaiah Olch, CAPT, USN (Ret.).

• *Thanks for passing on the comments of Captain Mossbottom with regard to "Here's a Toast to the Navy's Most," which appeared in the November 1963* ALL HANDS. *Although we are in a position to receive comments and criticism from many quarters, few are as refreshingly pungent as those of the good Captain.* *(For others see page 16.)*

Neverthless, one small point still bothers us. Captain Mossbottom takes us to task for using the term "down comes the prep pennant . . ." He says it should be called a flag and goes on to state "The only pennants are numerals."

Since Captain Mossbottom says it's so, that's the way it is. However, if we are confused so, too, are a number of other landlubbers. "The Bluejackets' Manual" (page 562, 17th edition, 1963) makes reference to the prep pennant; "Boatswain's Mate 3 & 2 — NavPers 10121-C" (page 306, 1959 edition) has the prep listed under the heading Special Flags and Pennants; "Signalman 3 & 2—NavPers 10135-A" (page 48, 1961) mentions prep under the heading Government Pennants.

According to Captain John V. Noel, Jr., in his "Naval Terms Dictionary (1952), "Signalman" may have a point here for Noel defines a pennant as "A flag that is smaller at the fly or outward end."

DNC 27, "U. S. Naval Flags and Pennants," and ATP 1(A) Vol. II, "Allied Naval Signal Book," would also appear to be equally confused, for they make

reference to more than 20 official Navy pennants (excluding the numeral pennants.) The church pennant, first used in the U. S. Navy aboard USS Somers *in 1842, is one of the oldest pennants in current use. The Prep pennant as known today came into being in 1951 at which time the "blue peter," currently called the Papa flag became another alphabet flag.*

We trust that Captain Mossbottom won't take it amiss if, following the lead of this illustrious group we should inadvertently refer to a pennant as a flag, or vice versa.—ED.

There Were No CVAs in '46

SIR: In "What's in a Name" of the August 1963 issue you said USS *Valley Forge* (LPH 8) was commissioned as a CVA. I believe she was commissioned as a CV, since there were no CVAs at that time. The only other carriers were CVB, CVL and CVE.

If *Happy Valley* was commissioned as a CVA, however, she can add one more stripe to her career.—Clayton H. Counts, SMCA, USN.

• *You're right*—Valley Forge *was commissioned CV 45 in 1946 and was not designated CVA until some years later. There were no attack aircraft carriers until October 1952.*—ED.

Adams *Is* No King

SIR: In the October issue of ALL HANDS, there was a picture which was captioned "USS *John King* (DDG 2) fires one to evaluate missile system."

The ship in the picture was DDG 2, all right, but her name is *Charles F. Adams*. USS *John King* is DDG 3.

The men on board my ship, USS *Dahlgren* (DLG 12), thought this should be brought to your attention before an *Adams* man appears in your doorway swinging a cutlass.—S. S. S., SN, USN.

• *Thanks for the alarm which, incidentally, other ships also sounded.*

So far, we have seen no cutlasses flashing. When and if we do, we will try, if we have time, to refer the wielder of the weapon to the people who sent us the erroneously captioned picture in the first place. That, of course, is an explanation, not an excuse.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Louisville* (CA 28) — A reunion wil be held on 25 July at Villa Pace, Smithtown, L. I., N. Y. For details, write David A. Dolan, 140 Church St., Kings Park, N. Y.

• USS *Gleaves* (DD 423) — A reunion is scheduled for 26-28 June, at Louisville, Ky. For information, write to Vernon G. Mathews, 3100 Lafayette Rd., Indianapolis, Ind.

• USS *Mobile* (CL 63) — A reunion will be held on 4 July at Mobile, Ala. For details, get in touch with Travis N. Price, Nacogdoches Business College, Nacogdoches, Texas 75961.

• USS *The Sullivans* (DD 537) — The third reunion of World War II veterans who served on board has been scheduled for 14-16 August at the Park Sheraton Hotel, New York City. For information, write to Robert R. Sander, 325 Thatcher Ave., River Forest, Ill.

• USS *Oklahoma* (BB 37) — A reunion will be held 1-3 May, at the Sheraton Atlantic Hotel, New York City. Write to Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• USS *Natoma Bay* (CVE 62)—VC81 — A joint reunion is scheduled for 4-7 September. For additional information, write to John A. Sassano, Market Town, Route #3, Gainesville, Ga.

• *579th Seabees* — A reunion is scheduled at the Elks Hall, Reno, Nev., on 22 August. For information, write to LCDR Dale C. Ryman, USNR, 110 Alto Loma, Millbrae, Calif.

• *Submarine Veterans of World War II* — All ex-submarine personnel are invited to the second annual convention in Battle Creek, Mich., from 26-28 June. For more details, write to Frank Ruman, 28760 Floral, Roseville, Mich.

• *Pearl Harbor Survivors Association* — A reunion is scheduled for 24-26 July at the Del Webb Towne House, San Francisco, Calif. For more information, write to J. T. Paul, 4836 Shetland Ave., Oakland, Calif. 94605.

• *National Women Marine Association*—The bi-annual convention will be held in St. Louis from 3-6 August. For information, write to Ann Obertots, 1190 Gahan Dr., Florisant, Mo.

• USS *Density* (AM 218) — A reunion is planned for all who served on board. For information, write to L. Bailey, 1513 Bradford Dr., Irving, Texas 75060.

Here Are Changes Recommended for

AFTER MONTHS of studying the effectiveness of various officer programs available to enlisted personnel, a board of 14 officers and enlisted men—headed by VADM T. G. W. Settle, USN (Ret.)—has made some concrete suggestions.

Included in the Settle report was a recommendation that the phasing out of the warrant officer program, which has been underway for several years, be halted as quickly as possible, and that a revised, revitalized warrant program be started.

Other important Settle board recommendations are concerned with changes to the limited duty officer and senior and master chief programs.

The Settle board suggestions have received tentative approval for Navywide application. It appears likely that the warrant officer program is on its way back, and that changes in the LDO and E-8/E-9 programs will be made in the near future. It also appears, after a study of the Settle report, that the suggested changes will be of benefit to the individual officers and enlisted men most affected.

Recommendations

The following discussion of the Settle report may give you an insight on what to expect in the line of changes and how you might be affected.

Who Would Be Eligible for WO?

Here's how it appears the eligibility criteria for appointment to warrant officer (W-1) will stack up when and if a WO program is officially reintroduced. The Settle board recommended that the rate, service and age factors be written as follows:

- *Rate*—CPO (E-7) or PO1 (E-6). During the three-year phase-in of the recommended WO program, senior and master chiefs could also apply. E-6 applicants must pass an appropriate E-7 exam before being selected.
- Service — Six to 12 years' active service at time of application. During phase-in, active service requirement would be six to 20 years, which is more compatible with the service of master and senior chiefs.
- *Age*—23 to 29 years, 23 to 39 during phase-in.

Those who are eligible must pass an officer selection battery test, and technical tests in their respective specialization categories. A selection board makes the final decision.

Following selection, and in accordance with input quotas specified by the Chief of Naval Personnel, W-1s would receive at least 12 weeks at an officer candidate school, followed by appropriate technical training in Navy or civilian schools.

After their reviews of the LDO, warrant and E-8/E-9 programs, the Settle board members agreed that a number of changes were in order. Recommendations and sub-recommendations for each category included these points of obvious first interest:

- The warrant officer program should be revitalized in revised form and phased back in.
- Personnel inputs for the LDO program should be reduced correspondingly with any renewed warrant program, and the sole source of LDOs should eventually be commissioned warrant grades W-2 and W-3.
- Clearcut qualification requirements should be drawn up for master and senior chiefs, and detailing of E-8s and E-9s should be shifted from the enlisted distribution offices to the Bureau of Naval Personnel.

The Settle board did not simply brush off recommendations concerning the status of the warrant officer that had been made in 1959. Reports of the 1959 committees, and the warrant officer phase-out program, were closely scrutinized.

One obvious question was: Why were the warrant programs considered expendable in the first place? A blunder? Not at all. Five years ago it was believed that the warrant officer program, much like many old airplanes and missiles, simply had no place in the modern Navy.

With the advent of the limited duty officer in 1947, the "officer specialist" distinction so long associated with the warrant officer was being duplicated by the LDO ensign—who had more rank. (Ironically, the LDO was an evolutionary outgrowth of the warrant officer.)

When the Navy began selecting men for the "super" chief grades of E-8 and E-9, more of the warrant's specialist duties were infringed upon. By 1959 the warrants were being squeezed from the top by the LDO, and from the bottom by senior and master chiefs.

Earlier Committee Studied WOs and LDOs

In an attempt to remedy this, the Chief of Naval Personnel appointed a special committee of naval officers to study the problems of the warrant program. It soon became clear to the committee that the end of the warrant officer, who was as old as the Navy itself, was inevitable. This, mainly, was the basis for the recommendations and decisions that followed, and the Navy went along with these suggestions:

- Phase the warrant officer program out by normal attrition, and by curtailing input after fiscal 1960.
- Change about one-third of the warrant officer billets to master chief, and the rest to unrestricted line or staff corps.
- Expand the LDO program by increasing the number of categories, and by increasing personnel input.

It was believed that the warrant program would be phased out in a way that would be of benefit to indi-

Warrants, LDOs and Super Chiefs

vidual warrant officers. Simply by closing the program to new applicants, the warrant officer would gradually disappear. By 1975, most warrants would either have retired from the Navy or would have been selected for LDO. None was to be forced out, nor were any career benefits to be lost. (Incidentally, none was, none were.)

There were approximately 5000 warrant officers, W-1 through W-4, on active duty in 1959 when phase-out plans got underway. One warrant officer continued to be relieved by another, if such a relief was available. If not, a qualified master chief or LDO was assigned.

In 1960, a move was made to raise the experience level of junior officers. Approximately 20 per cent of those in warrant grades were selected for LDO or the medical service corps (not to hasten the phaseout, although it did reduce the number of warrant officers).

By July 1961, no appointments to warrant were being made, and the warrant officer was slowly disappearing. The original forecast that all but a few would be gone by 1975 appeared valid.

In July 1962, approximately 75 per cent of those whose names appeared on the warrant roster were eligible for 20-year retirement but, as the Navy had promised, no pressure was put on them to retire. In fact, the warrant officer was encouraged to stick it out for 30, and it was pointed out that it would be advantageous to do so. The W-4, the warrant corps was reminded, receives a pay increase at the completion of 30 years, which of course means a fatter retirement check.

Improvement in warrant officer rotation was made with respect to shorter sea tours and better choice of shore billets. (Warrants began serving in more billets other than those specifically earmarked for WO.)

On the surface, the warrant phase-out appeared to be going smoothly. What's more, the 2000 or so warrant officers who remained on active duty had no complaints about Navy efforts to improve their professional interests.

Findings of the Settle Board

The Settle board found, however, that current and planned needs left much to be desired in the administration of the warrant, LDO, and E-8/E-9 programs. Improvements could and should be made with regard to eligibility requirements, adequacy of designators and advancement of enlisted personnel while serving in a temporary commissioned status. Further, the three programs could have a better effect on retention of men in critically short skills if some changes were made.

Mainly, the Settle board concluded that the warrant phase-out, which was premised upon a functional overlapping of LDOs and senior and master chiefs, was invalid.

The ever-mounting sophistication of ships, aircraft and weapons called for enlisted technicians and commissioned officer specialists with broader and higher qualifications. In other words, what's needed is more warrant officers, not fewer.

Completion of the phasing out, the Settle board believes, would leave a void not effectively filled by LDOs and master chiefs. "The Navy needs now, perhaps more than ever, warrant specialists who can closely supervise complicated machinery and weapons, and the enlisted men who maintain and operate them."

The Settle board sees the new warrant officer as a man who bridges the gap between enlisted and commissioned structures. "He is a specialist who does not have functions overly diluted with collateral generalized duties. He's flexible, however, and grows in level and degree of competency during his progression through the warrant ranks, while remaining in his specialization category. He can be assigned repeatedly to similar billets largely irrespective of his rank within the warrant structure.

"He is not 'promoted out' of billet levels, but continues as an officer-technician-supervisor who remains in his skill and close to his equipment and the enlisted maintenance and operating personnel. This assignment flexibil-

Warrant Officer Assignments

Where would the warrant officer serve?

Where would he eat and sleep?

In answer to the first question, the Settle board thinks the warrant officer of the future should be assigned to any ship or shore command that needs a veteran job field specialist who has the horsepower of an officer.

In past years, warrants were not ordinarily assigned to smaller combatant ship types. Now, many such types, particularly the new members of the destroyer family, have complicated machinery and weapons which could well use the attention of warrant officers. For example, a warrant officer with years of experience and training in the weapons field would be just the man to have in charge of a complicated weapons system and its associated gadgetry.

On board most ships, and at most shore commands, separate warrant officer berthing and messing facilities have disappeared. This, the Settle board believes, is just fine.

Warrant officers should eat and sleep in the same wardroom facilities available to other officers. Messing warrants in wardrooms, and berthing them in wardroom country, would be economically sound, and would add to the warrant's prestige and the unity of the officer corps.

Warrants, LDOs and Chiefs (cont.)

ity is an advantage inherent in a revitalized warrant program."

Recommended: New WO Program

The Settle board believes a new warrant program, as suggested, would keep the WO in just such a status, and would further constitute a career goal for enlisted men who aspire to officer status, but not a commission. "A renewed warrant program would increase retention of enlisted men, including many in the critical shortage ratings."

The board also thinks a revitalized warrant program would "provide a pool of younger specialist officers who would not drift out of close supervision by generalization or promotion, and to which high selection criteria can be applied for promotion within the warrant ranks and from warrant to limited duty officer."

As suggested, the revised warrant program would be phased back in during fiscal 1966, 1967 and 1968. Applications would be solicited during fiscal 1965 (beginning next July), and first new appointments would be made in fiscal 1966.

During the three-year phase-in, all three CPO grades and PO1s would be eligible for warrant application. Beginning in fiscal 1969, only PO1s and chiefs (E-7) could apply for warrant officer. Appropriate age and time-in-service factors would apply for both periods (see box, p. 30).

All new warrant appointments would be temporary (W-1), with opportunity to apply for permanent appointment after three years. After two years as a W-1, the warrant officer would be eligible for promotion to W-2. (E-8 and E-9 personnel appointed during the three-year phase-in would be required to serve only one year as W-1 before becoming eligible to move up to W-2.)

W-2s and W-3s would serve four years in their respective grades before becoming eligible for promotion.

Before implementing any revitalized warrant program, the Settle board thinks all warrant billets should be identified by specialization category and eased into allowances and complements, replacing corresponding numbers of LDO billets.

Sufficient "generalized" warrant billets should be included to promote good sea-shore rotation.

Qualification requirements for warrant appointment and promotion should be reviewed with emphasis on potential for future service.

For assignments, a warrant officer assignment section would be re-established within BuPers.

Since the medical and dental organizations have direct enlisted-to-Medical Service Corps channels, medical and dental warrant categories would not be required.

LDO Program

The Settle board's view of the LDO program was that it should be unchanged for the most part, but it made these recommendations.

Revised Specialization Groups

Here's a listing of the warrant officer and LDO specialization categories proposed by the Settle board. New categories are indicated by an asterisk.

Warrant Officer	Limited Duty Officer
Boatswain	Deck
Ship's Control Technician*	
Operations Technician	Operations
Surface Ordnance Technician	Surface Ordnance
Ordnance Control Technician	Ordnance Control
Underwater Ordnance Technician	Underwater Ordnance
Ship's Clerk	Administration
Communications Technician	Cryptology
Machinist	
Precision Instrument Technician*	Engineering
Ship Repair Technician	Hull
Electronics Technician	Electronics
Electrician	Electrician
Bandmaster	Bandmaster
Aviation Control Technician*	Aviation Operations
Aviation Boatswain*	
Aviation Ordnance Technician	Aviation Ordnance
Aviation Maintenance Technician	Aviation Maintenance
Aviation Electronics Technician	Avionics
Aviation Equipment Technician	Aviation Equipment
Meteorologist	Meteorology
Photographer	Photography
Supply Clerk	Supply LDO
CEC Warrant	CEC LDO

- It was recommended that Waves be permitted to seek LDO appointments. This would require authorization by Congress, since the LDO program, as written, is open to male enlisted personnel only.
- It was recommended that certain LDO specialization categories be identified, and that BuPers specify which line, supply, and civil engineer corps billets could be filled alternatively by LDOs with new code numbers after their primary designators.
- It was further recommended that there be no LDO inputs during fiscal 1966 and 1967, in view of other suggestions. Then, beginning with fiscal 1968, the sole source into the LDO program would be from CWO ranks W-2 and W-3. In other words, *the program would have the enlisted man serve as a warrant officer before he goes on to LDO.*

Before going into the whys and wherefores of Settle board LDO recommendations, it may be interesting to check the who's and what's of LDO in the first place. Over the years, the LDO program has been a principal Navy enlisted to officer channel. It has given the man in the Fleet an opportunity for an appointment as an LDO while providing him with the chance to continue working in the broad technical field related to his rating.

As already noted, the LDO program is an evolutionary outgrowth of the warrant officer program, made necessary by the constant increase in technological and operational developments since the beginning of World

War II. By the end of the war, it had become apparent that a new category of officer, with special talents gained as an enlisted man, was needed to supervise certain technical areas.

Admiral Sprague, then Chief of Naval Personnel, summed up the situation before a Congressional committee considering a bill that was to become the Officer Personnel Act of 1947. He testified that "one of the outstanding features of this bill is the creation of a new category known as LDO. This will be restricted to the enlisted men and warrant officers who have established outstanding records.

"Under the bill, these men would be assured the opportunity for a reasonable career as officers while, at the same time, enabling the Navy to use their specialized skills and practical knowledge. They will not be required to compete with the general line officer, who has always had the advantage of youth and, perhaps, a formal education.

"For many years, opportunity has existed for enlisted men to attain commissioned rank without attending the Naval Academy. In doing so, they have been at a disadvantage in competing with the general line officer of broader qualifications.

"The establishment of LDO is a definite step forward, both in recognition of outstanding enlisted men and in the benefits that will result to the service."

The bill was passed in 1947, and the limited duty officer became a part of the Navy.

As time passed, considerable differences of opinion concerning the LDO's status resulted in widespread confusion. Many believed that LDOs were really warrant officers with solid stripes on their sleeves.

As a result, a board was convened to study the LDO and warrant officer titles, classifications, technical fields and normal paths of advancement. It was recommended that a qualifications manual for warrant officers be published, and that a similar manual be originated for LDOs.

LDO and Warrant

The warrant officer manual was published in November 1956, and the LDO manual appeared in mid-1958. The manuals contained occupational information and qualifications, requirements, and professional areas of responsibility for each category and grade.

Perhaps the most interesting definitions concerned the titles themselves.

The role of the warrant officer is that of "technical specialist, over several warrant officer areas.

The LDO is a "supervisory specialist in the specific technical area represented by his category."

In other words, a chief petty officer is responsible for one technical area. The supervising warrant officer is the technical specialist who's responsible for several CPO areas. The LDO is responsible, as a supervisory specialist, over several wararnt officer areas.

Over the years, numerous changes to these and other quals manuals have been published to keep in step with technological advances and operational developments in the Navy.

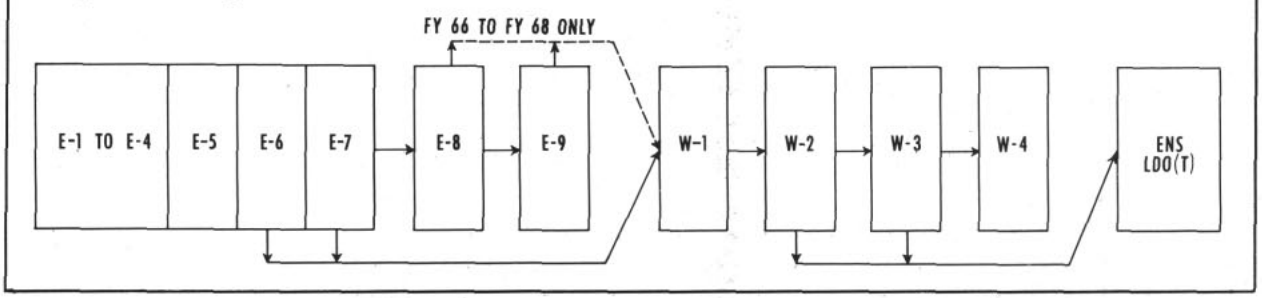
Qualifications and requirements cannot remain static. They must, and do, reflect the changes within the naval establishment. Changes are inevitable, when situations warrant, even if changing back to something that's worked in the past is for the all-inclusive best interests. This is the principle the Settle board followed when studying the LDO program.

The LDO program, concluded the Settle board, is a good one. It provides the Navy with junior officers needed to fill the base of the commissioned officer pyramid in numbers not obtainable from other sources. The LDO brings into the officer ranks the training and experience he gained in specialized fields during enlisted and warrant service. He is mature, but ordinarily has less educational background than his college graduate colleague. Nevertheless, he performs his duties with high proficiency.

But, says the Settle board, have the enlisted man serve as a warrant officer before he goes on to LDO. This will give him some valuable training and experience as an officer before he receives an LDO appointment. Thus, the W-2s and W-3s of the planned revised warrant program make up the sole recommended source for LDO inputs.

Paths of Advancement — Enlisted to Warrant to LDO

This is how the Settle board's proposed route of progression from enlisted to warrant officer and LDO appears in a graphic presentation. The accompanying article contains details concerning a three year phase-in period, during which senior and master chiefs would be eligible for warrant grades.



E-8s and E-9s Would Benefit Too

It would be logical and advisable, believes the board, to provide the LDO enlisted - to - officer channel for Waves, who are presently excluded by law. Seek authorization from Congress, suggests the board.

In the course of its deliberations, the Settle board considered the use of appropriate specialization category insignia for the LDO, such as those worn by warrant officers. Whether this would better serve broad Navy interests was debated. It would certainly associate the LDO more closely with his specialization category but, in turn, might hamper any attempt to generalize. It was concluded that line LDOs should continue to wear the traditional star insignia, rather than some specialization category device.

Senior and Master Chiefs

Where do the senior and master chiefs fit into all this? Obviously, not where they should, it was agreed. As things stand now, the E-8 and E-9 grades are merely two higher pay levels in the CPO rate that don't involve broader and higher competence, responsibility and authority.

Senior and master chiefs have been used largely interchangeably with E-7s, resulting in damage to the professional prestige of the E-7, and professional frustration for the E-8 and E-9.

The old plan to have master chiefs take over functions of some of the phasing out warrants just didn't work. No matter how technically qualified the E-9 has been, he's been faced with legal limitations on his "signature" and accountability authority. This has hampered his effectiveness, the board found, and the master chief agrees.

Lack of specific technical qualification requirements, by specialization category, has also caused much frustration. Billets have been put into allowances and complements, and strengths have been built up, but mainly to meet authorized ceilings rather than to meet identified actual needs for higher-than-CPO qualifications.

What to do? Identify the super chief, and then use him, as a bona fide higher ranking man above E-7, without overlapping the functional responsibilities of warrants and chiefs. The demarcations between chief and senior chief, and between senior and master chief, should be made actual rather than mere pay fogies, as the board put it.

"Senior and master chiefs should be built up in level and scope of responsibility and authority, to constitute bona fide higher rates at the top of the enlisted structure; and to constitute a better career goal for high caliber first-cruise men, thereby augmenting their retention," the report said.

Draw up qualification requirements, says the board, by specialization categories, for master and senior chiefs, and get them into use as soon as possible. Identify senior and master chief billets by specialization categories, based on actual needs for these rates, rather than to fill authorized ceilings. But, include sufficient generalized shore billets to promote reasonable and fair sea-shore rotation.

Shift the detailing of senior and master chiefs from the EPDOs to BuPers early in fiscal 1965. Handle detailing much as you would an officer's.

Set yearly advancement quotas to E-8 and E-9 with a view toward maintaining identified billet needs. Revise the level and scope of E-8 and E-9 advancement exams so that they match the qualification requirements developed for specialization categories.

Do some specialization compression, the board added, and E-8 is the place to start. The number of specialized ratings and categories should be compressed progressively up the promotion ladder, senior chief to LDO.

In the course of their studies, the Settle board members reviewed other enlisted-to-commissioned programs, and had some brief comments on each.

Other Programs

- *Integration*—A good program which provides an enlisted to officer channel for small numbers of high caliber personnel who are officer material and desire commissioned careers, but for whom other channels are not available or not desired. Continue it in its present form.
- *NESEP*—An excellent program which should be carried on in its present form.
- *NavCad*—The enlisted component of the NavCad input constitutes a needed enlisted to officer channel. Continue it in its present form.
- *Enlisted to Medical Service*—This channel for those in the HM and DT ratings, direct to Medical Service Corps commissions, serves its purpose well. Continue it in its present form.
- *Enlisted to Naval Academy*—An excellent channel for the limited number of enlisted men who apply and qualify. Continue it in its present form, but increase input quotas if possible.

AS YET NO SPECIFIC information is available concerning the number of warrant officers and LDOs that would evolve if the Settle board recommendations are adopted. Such numbers would be based on Navy needs, as determined by billet identification.

One final point to keep in mind. All these Settle board proposals are still just proposals, even though tentative approval has been given. Details for implementation are being worked out by cognizant BuPers offices. It's possible that Congressional action may be required before some phases of the proposed programs could be adopted.

The official support received to date makes the adoption of the Settle board recommendations highly likely. Then, before too much time passes, the 2000 or so warrant officers still on active duty will have plenty of company, and those of us who are somewhat nostalgic can fall in, render a snappy salute, and voice a hearty "Welcome back, sir." —Dan Kasperick, JO1, USN

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New FBM Sub Tender Launched

The first ship in a new class of submarine tenders has been launched at Bremerton, Wash., and is scheduled to be commissioned later this year.

The new ship is *Simon Lake* (AS 33), specially constructed to support fleet ballistic missile submarines.

She is larger than uss *Hunley* (AS 31) and *Holland* (AS 32), the first tenders in history built from the keel up to service and maintain *Polaris* missile SSBNs. (These three are the only sub tenders built by the U. S. since World War II. In addition to servicing and maintaining SSBNs, the new tenders are capable of making any sub repair short of a major overhaul.)

The new AS is 642 feet in length, displaces 21,450 tons (full load displacement), and will be manned by 1387 officers and enlisted men.

Hunley and *Holland* measure 43 feet less, displace 2450 fewer tons, and carry approximately 400 fewer men.

The addition of *Simon Lake* will boost to 10 the number of sub tenders in commissioned service. In addition to *Hunley* and *Holland,* seven AS types are now on the job.

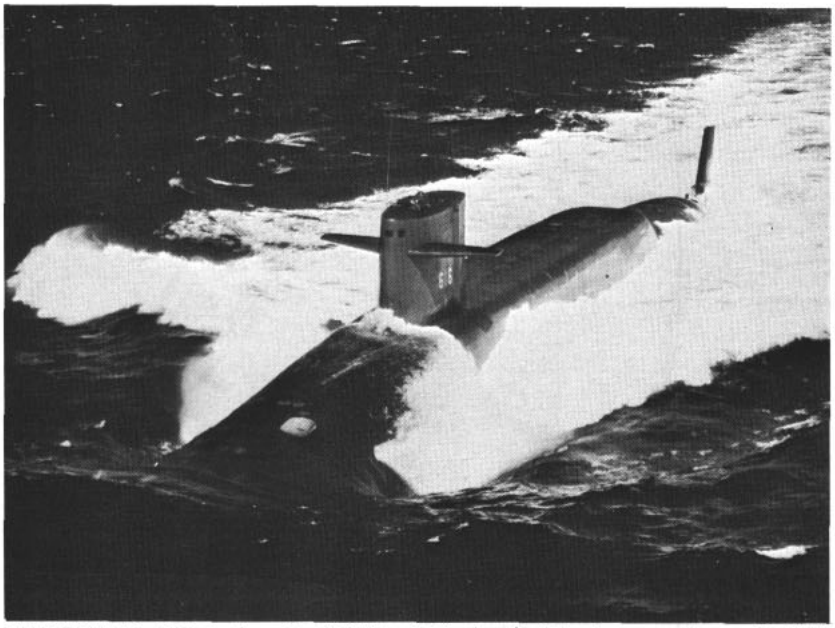
Six of these are of the World War II *Fulton* class. The six *Fultons,* which are 530 feet in length and displace 16,000 tons (full load), are *Fulton* (AS 11), *Sperry* (AS 12), *Bushnell* (AS 15), *Howard W. Gilmore* (AS 16), *Nereus* (AS 17) and *Orion* (AS 18).

The remaining tender is uss *Proteus* (AS 19), originally a *Fulton* class ship that now serves as an SSBN support ship, having been extended 44 feet in length and fitted with nuclear sub and *Polaris* missile sub support capability.

Two of the nine sub tenders now in commission, *Sperry* and *Nereus,* are assigned to the Pacific Fleet. The remaining seven work in the Atlantic.

Simon Lake, when commissioned, will be assigned to the Atlantic with her home port at Charleston, S. C.

The new tender's name was selected in honor of a pioneer submarine developer who produced U. S. Navy subs in the early 1900s, and who, until his death in June 1945, served as a World War II Navy advisor.



UNDERWAY—*USS Lafayette* (SSBN 616), lead ship in new class of FBM subs, and equipped to fire *Polaris A-3* missiles, cruises in Atlantic.

No Limit to Those Subs

Three *Thresher* class submarines, uss *Flasher* (SSN 613), *Greenling* (SSN 614) and *Gato* (SSN 615) will be lengthened by 13 feet, nine inches to make room for increased equipment and provide greater habitability for the crew.

Flasher, Greenling and *Gato* are the only three submarines of the *Thresher* class scheduled to be lengthened, because they have heavier sails and propulsion plants than their sister ships. Other changes, including those specified by the submarine safety program have also added weight to the three ships.

The additional length gives the three ships sufficient buoyancy margin to allow for the installation of equipment yet to be developed.

The three subs scheduled for lengthening will be cut transversely through the center of the hull, where the new section will be inserted. This is the same method used in the past to lengthen other subs.

YESTERDAY'S NAVY

On 3 Apr 1942 FADM C. W. Nimitz, USN, was named Commander in Chief Pacific Ocean Areas. On 10 Apr 1942 the Pacific Fleet was reorganized into type commands. On 18 Apr 1942 submarine bases at Kodiak and Dutch Harbor, Alaska, were established. On 15 Apr 1944 the Alaskan Sep Frontier and 17th Naval District were established. On 21 Apr 1944 a U. S. task force attacked enemy defensive positions and enemy airfields in New Guinea. On 27 Apr 1941 the Americans, Dutch and British reached agreement on combined operating plans of defense forces in the event of war with Japan.

VADM Semmes Is New Chief of Naval Personnel

Vice Admiral Benedict J. Semmes, Jr., has assumed his duties as the new Chief of Naval Personnel. Vice Admiral William R. Smedberg, III, who completed his four-year tour as bureau chief in February, retired as of 1 April. In the interim, RADM A. S. Heyward, Jr., has been serving as Acting Chief of Naval Personnel.

Admiral Semmes is a graduate of the Naval Academy and the National War College, and a veteran of three decades of naval service, ranging through World War II and the Korean conflict. His last duties were as Commander Cruiser-Destroyer Force, U. S. Atlantic Fleet.

VADM Benedict J. Semmes, Jr., USN

After receiving his commission in 1934, Admiral Semmes reported aboard the battleship USS *Mississippi* (BB 41), where he served until ordered to the Staff of Commander, Battle Force. He was transferred to USS *Wasp* (CV 7) early in 1940.

Admiral Semmes' duty on *Wasp* continued until September 1942, when the carrier was torpedoed by a Japanese submarine in the Coral Sea. After his rescue he reported for duty as executive officer of USS *Sigsbee* (DD 502), and participated in raids on Marcus and Wake Islands and in the assault of Tarawa.

He received his first command, USS *Picking* (DD 685), in the summer of 1944. While in command of *Picking*, operating in Pacific waters, he was awarded the Navy Cross and the Bronze Star Medal with Combat "V."

After the surrender of the Japanese, Admiral Semmes commanded the destroyer USS *Ault* (DD 698); Destroyer Division 302 in the Western Pacific during the Korean hostilities; USS *Shenandoah* (AD 26); and Destroyer Flotilla Three.

In 1958 Captain Semmes graduated from the National War College and received his promotion to rear admiral. In 1962 he reported for duty as Commander, Middle East Force, in the Indian Ocean and Persian Gulf area, where he served until he received orders for duty as Commander Cruiser-Destroyer Force, Atlantic Fleet.

Vice Admiral Smedberg completed a tour as Chief of Naval Personnel which began in February 1960. Admiral Smedberg's career has included duty as Commander Cruiser-Destroyer Force, U. S. Pacific Fleet; Commander Second Fleet; Commander Striking Fleet Atlantic; and Superintendent of the U. S. Naval Academy.

Nominated for the rank of Vice Admiral, Admiral Heyward has been selected to relieve VADM Fitzhugh Lee as Chief of Naval Air Training at Pensacola, Fla., in June.

Turntable for GCA

A newly installed hydraulic turntable at NAS Willow Grove has greatly speeded up the process of changing runways with Ground Controlled Approach equipment.

GCA equipment is used to guide pilots on an instrument landing when visibility is not good enough to allow for a visual landing. In effect, the pilot follows a beam sent out by GCA.

When GCA is in use and the landing pattern is changed from one runway to another because of wind or other conditions, the GCA equipment must be revolved accordingly. Usually this equipment is housed in trailer vans, and a change of position requires that the vans be towed to the new spot.

At Willow Grove the trailers have been placed on a platform which resembles a grease rack in a service station. This large platform, which has a lift capacity of 80,000 pounds, was built as a GCA turntable prototype.

To change runways now, the platform is lifted hydraulically, rotated electrically to the proper position for use on a different runway, then set back down.

The time for shifting runways with GCA equipment has been cut to four and a half minutes.

PacFlt Subs Are Hot Shots

For the past three years, submarines in each division of the Pacific Fleet have competed semiannually to test their excellence in fire control and torpedo performance.

This year, 11 submarines were judged to be top gunners—six of them based at Pearl Harbor and the remaining five at San Diego.

Pearl Harbor subs riding tall in the saddle are USS *Halibut* (SSGN 587), *Medregal* (SS 480), *Barbel* (SS 580) for the third time in succession; *Swordfish* (SSN 579) for the second time running; *Blackfin* (SS 322) and *Wahoo* (SS 565).

The San Diego-based sharpshooting subs are USS *Permit* (SSN 594), *Sea Fox* (SS 402), *Spinax* (SS 489), *Diodon* (SS 349) for the second time; and *Rasher* (AGSS 269).

The top gun awards are not connected with the Navy-wide "E" awards which are made annually.

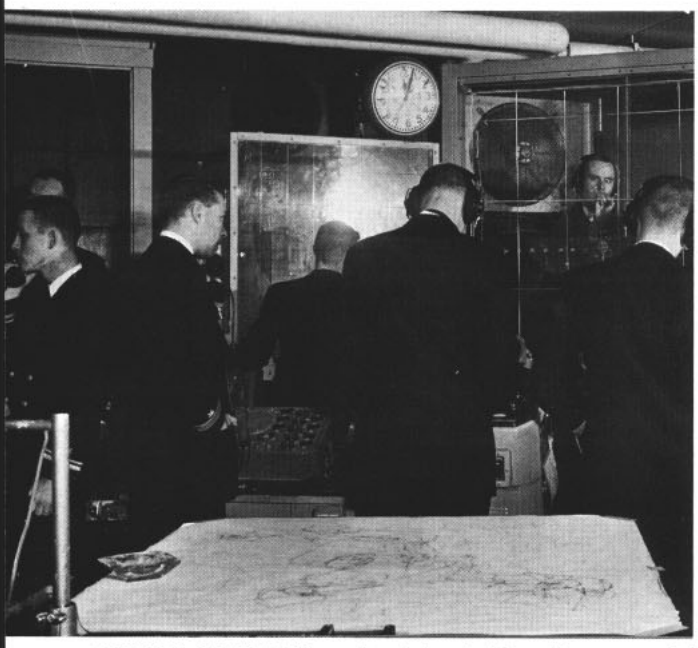
Squadron Has One for Record

Whether a cake was baked is not a matter of record. There was, however, ample cause for celebration when Corpus Christi's Training Squadron 28 completed 365 accident-free days.

One way, of course, to spend a year without accidents is to do nothing. TRARON 28, however, doesn't fall into this category. All told, it logged 30,363 flight hours. Broken down into more easily digested statistics, this means that three planes could have flown 24 hours a day for an entire year and still had hours to spare.

The squadron made 11,224 training flights and 73,728 landings during the year. More than 22,000 of the landings were mirror field carrier landings and about three thousand were actually made on carriers.

Lest anyone neglect to give due credit to the squadron's maintenance crew, it might be noted here that TRARON 28 pilots have flown 113,495 hours since May 1960 without ac-



OFFICER STUDENTS at the Atlantic Fleet Destroyer School, Newport, R. I., *(left)* conduct simulated anti-air warfare exercise in CIC mockup, and *(right)* are taught proper procedures to be followed when overhauling main feed pumps.

cident caused by faulty maintenance.

During their accident-free year, TRARON 28 trained prospective U. S. naval aviators in multi-engine instrument procedure and indoctrinated them in the antisubmarine warfare mission of the Navy.

The squadron also flew 697 hours with 1280 NROTC midshipmen, giving them indoctrination flights in TS2A *Trackers*. They also trained seven flight students from other countries, plus 12 Reserve commanders and active duty pilots who were given two-week refresher training courses.

The squadron's officers average more than 2500 flight hours per man. They came to the squadron with varied aviation backgrounds—fighter and attack pilots, ASW types, land and sea patrol, early warning, transport and helicopter fliers.

The instructors receive their students after they have completed about 160 hours of basic training at Pensacola. After 18 to 20 weeks of heavy training with TRARON 28, the students are designated naval aviators.

McKinley Returns to Pacific

USS *Mount McKinley* (AGC 7), which claims to be the Navy's oldest commissioned amphibious command ship, is scheduled to return to the Pacific Fleet this year. The ship, which was converted from ss *Cyclone* in 1944, saw action in the Pacific during World War II and the Korean conflict.

After her commissioning the command ship sailed to the Pacific theatre, where she took part in the assaults on the Palau Islands, and Leyte, Mindoro and San Narciso, in the Philippines. When the war ended she entered the port of Sasebo, Japan, to accept the surrender of that Japanese stronghold.

Between World War II and the Korean conflict she operated in the Pacific and was present during the atomic tests at Bikini and Eniwetok.

During the Korean conflict she served as General of the Army Douglas MacArthur's flagship for the landing of United Nations forces at Inchon and later took part in the Wonsan landing.

Mount McKinley joined the Atlantic Fleet in 1956 and made several Mediterranean cruises while operating as flagship for the Sixth Fleet Amphibious Striking Force. In 1962 she was the amphibious command ship during a demonstration for the late President Kennedy.

Arleigh Burke Fleet Trophy

Burke Trophy Winners

An Atlantic Fleet *Guppy* type submarine, and a Pacific air patrol squadron, have been awarded the Arleigh Burke Fleet Trophy for 1963.

USS *Tirante* (SS 420), based at Key West, and VP 22, which operates out of Pearl Harbor, received the Burke award for having achieved the greatest improvement in battle efficiency, based on year-long, Fleet-wide competition.

Tirante was commanded by LCDR Wallace A. Greene during the period on which the award was based. CDR John L. Kauth, Jr., commanded VP 22.

ADM Arleigh A. Burke (Ret.), the man for whom the award is named, served more than 38 years on active duty, including service as Chief of Naval Operations from 1955 to 1961. The Burke Trophy is awarded each year to one ship or aircraft squadron in the two fleets.

DRILLING ON FLATTOP — The ASW aircraft carrier *USS Intrepid* (CVS 11) holds fire drill starboard side aft on flight deck. Centered in background, communication antennas, mounted on a monopole which can be raised and lowered.

Essex Cruises Eastward

While icy winds were blowing in their home port of Quonset Point, R. I., the 2700 officers and men of USS *Essex* (CVS 9) were combining business with pleasure in the Mediterranean and Arabian Seas, where the weather was noticeably warmer.

Essex's first port-of-call was Barcelona, Spain. During four days ashore, *Essex*men enjoyed bullfights and sightseeing tours of the city. Some spent their liberty hours repairing a Spanish orphanage.

After leaving Barcelona *Essex* steamed to Sicily, where final plans were made with unit commanders of the Sixth Fleet for Mediterranean ASW exercises. During the exercises, *Essex*men were on duty for long hours. Nevertheless, they were able to enjoy the warm Mediterranean sun during breaks.

During her sojourn in the Med *Essex* called at Malta, where her men were treated royally by the men of the Royal Navy Air Station at Halfar.

From Malta, *Essex* steamed toward Suez, where she made her fourth transit of the Suez Canal from Port Said. *Essex*men lined the flight deck to watch camel caravans and goat herds pass only a few hundred yards from the ship.

Some 12 hours later the big carrier entered the Gulf of Suez. Two more days brought her to Jidda, the capital of Saudi Arabia.

Jidda was an important stop for *Essex*. While anchored there, she was visited by more than 200 Saudi Arabian government officials (including two princes of the Royal house), businessmen and members of the diplomatic community.

While on board, the guests were given a demonstration of the carrier's antisubmarine capability.

Essex demonstrated the slim chance a submarine would have against her, as her rockets, bombs and depth charges shattered the calm of the Red Sea and *Essex* planes made low-level attacks on the simulated target.

The demonstration ended as the destroyers of DESRON 24 steamed by in close formation firing their ASW weapons.

After leaving Jidda, the next stop for *Essex* was the British protectorate of Aden, where the big ship was refueled. Aden is one of the bargain centers of the world, and *Essex*men staggered back to the ship laden with camel saddles, water pipes and other oriental impedimenta, while the camera fans spent their liberty hours taking pictures of Aden's veiled women, snake charmers and camel drivers.

When *Essex's* fuel tanks were topped off, she set her course for Karachi, Pakistan, to take part in the Central Treaty Organization naval exercise Midlink VI.

Naval forces from Pakistan, Iran, Turkey and the United Kingdom took part with the United States forces in Midlink.

During the exercises, *Essex*men and the crew of the British *HMS Ark Royal* worked closely together.

The crews of *Essex* and *Ark Royal* combined their efforts to produce a flight deck variety show when Midlink was completed.

Essex retraced her course to the United States via the Suez Canal and the Mediterranean, where she plowed through heavy seas to Naples. While there, *Essex*men were treated to special tours of Rome, Pompeii and Capri. Some did a good deed by painting and making general repairs on a shelter for homeless children.

After leaving Naples, *Essex* engaged in a brief ASW exercise before passing through the Straits of Gibraltar for her trip back to the winter winds of Quonset Point.

Seabees Learn to Get Tough

The men of Mobile Construction Battalion Four have been emphasizing the fighting part of the fighting Seabees.

While deployed at the U. S. Naval Base at Argentia, Newfoundland, the construction men brushed up on the theory and practice of firing the M60 machine gun, .45-caliber pistol, the 3.5 rocket launcher, the 81-mm mortar, hand and rifle grenades, the 106 recoilless rifle and M14 rifle.

The students received instruction in moral and military leadership, atomic, chemical and biological warfare, map reading, scouting and patrolling, phases of offensive combat, tactical troop leading, techniques of rifle fire and advanced first aid.

In addition, the Seabees took advanced courses in military operations and tactics.

After class, the students took to the field, where classroom theory was applied to compass courses, attacking fortified positions, troop movement to contact point and other combat skills.

As has often been the case during their history, the Seabees never know when they will have to lay aside their shovels and pick up their weapons as front-line fighting units.

Pulaski Is Launched

The 28th Fleet Ballistic Missile submarine slid down the ways at Groton, Conn., on 1 February. *Casimir Pulaski* (SSBN 633) is named in honor of Brigadier General Pulaski, who commanded troops at the battles of Brandywine and Germantown during the American Revolutionary War.

There are 13 more *Polaris* subs either building or authorized.

New AZ School Opens

Classroom training in one of the newest enlisted rating specialties is underway at NAS Memphis, Tenn.

The formal opening of class "A" school for prospective holders of the new Aviation Maintenance Administrationman (AZ) rating, which is now being introduced into the enlisted structure, was held at the Naval Air Technical Training Center on 6 Jan 1964.

The curriculum for the six-week course includes typing, familiarization with various aircraft publications, logs, records and maintenance systems, aircraft accounting, and general maintenance and administrative procedures peculiar to aircraft and naval aviation.

Thetis Bay Decommissioned

The Navy's first assault helicopter aircraft carrier, USS *Thetis Bay*, has begun joining the mothball fleet in Philadelphia. The ship, which has held the designations CVE 90, CVHA 1 and LPH 6, was the sole survivor of 50 *Casablanca* class baby flattops built as emergency ships during World War II.

Thetis Bay was commissioned in 1944 as CVE 90, and took part in operations at Tulagi, Finschhafen and Iwo Jima. When the war ended she crossed the Pacific 20 times while ferrying troops and equipment from their overseas bases to the United States. Returning from her last ferry trip in 1947, she sailed into Tacoma, Wash., for deactivation.

Eight years passed between her decommissioning in Tacoma and her conversion to the Navy's first assault helo carrier in San Francisco. The conversion began in 1955. Her catapults, arresting gear and centerline elevators were considered extra weight and removed. A new 18-ton elevator was installed near her fantail. In July 1956 *Thetis Bay*, recommissioned CVHA 1, joined the Fleet.

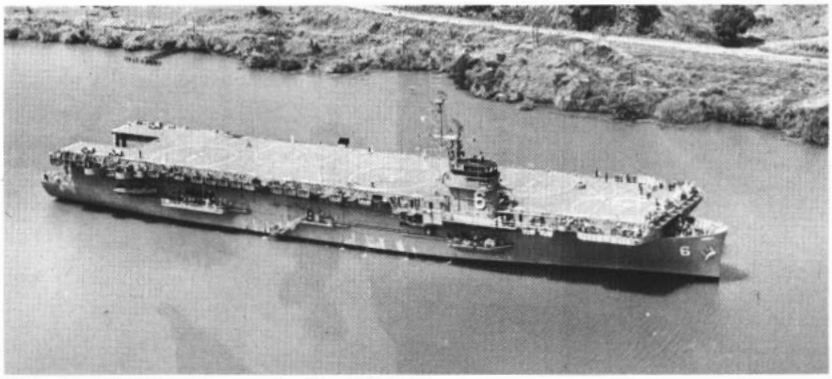
Thetis Bay had been converted to a helo carrier to test out a new principle in amphibious warfare—vertical envelopment. Vertical envelopment operations, experts believed, would allow for a greater dispersion of amphibious support ships and decreased vulnerability to nuclear attack. Also, helicopters were capable of landing troops behind enemy lines.

The new tactics were soon tried and proven from the decks of the converted jeep carrier. Returning home in 1960, after a WesPac cruise, *Thetis Bay* was redesignated an amphibious assault ship, LPH 6. Although she had been the first helo carrier, LPH numbers one through five had been assigned to other amphibious aircraft carriers

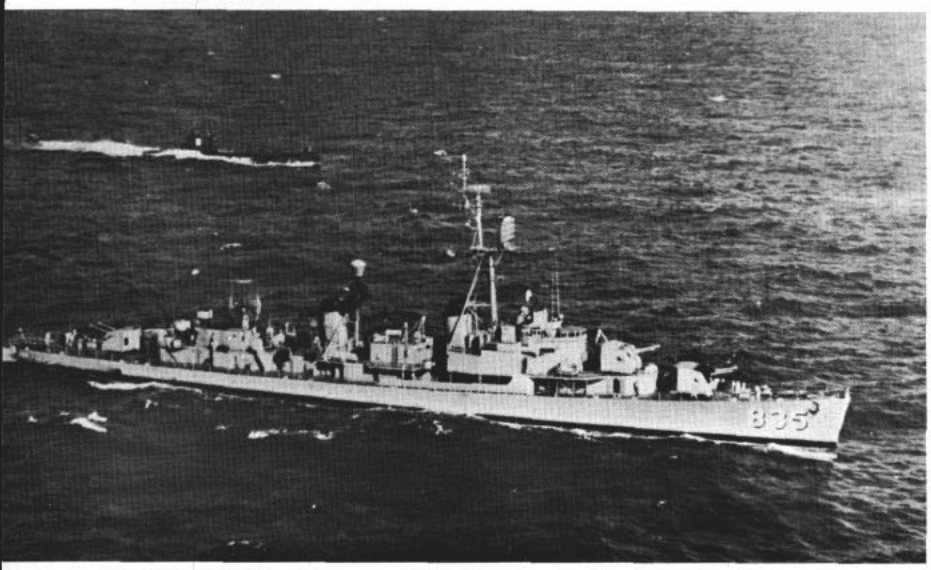
LPH number one was to have been USS *Block Island*, but the conversion was canceled. *Iwo Jima*, LPH number two, was built as an amphibious carrier from the keel up, as was LPH 3, *Okinawa*. Conversions of *Boxer* and *Princeton* made numbers four and five.

Thetis Bay continued to operate until January 1964, when she made her last short cruise, from Norfolk to Philadelphia where she will join the inactive fleet.

UP IN MORNING — Destroyermen hoist national ensign on flagpole at the Des-Sub Piers, Norfolk, Va.



THE AMPHIBIOUS assault ship *USS Thetis Bay* (LPH 6), shown in Panama Canal, has joined the U. S. Atlantic Reserve Fleet in Philadelphia, Pa.



RADAR PICKET destroyer *USS Charles P. Cecil* (DDR 835), with almost 19 years of service, adds to underway time during Caribbean cruise.

Replenishment Anchorages

Replenishment anchorages for two new *Polaris* submarine squadrons will be at Charleston, S. C., and Melville, R. I. The 15 subs which will constitute the new squadrons are now under construction.

Both anchorages will be similar to the one now in use at Holy Loch, Scotland, and will include a *Polaris* submarine tender and a floating drydock. Minor support craft will also be assigned to the Melville site.

The eight units of Submarine Squadron 18 will begin to use the Charleston anchorage about August, 1965. Submarine Squadron 20, consisting of seven *Polaris* subs, will begin to arrive in Melville in April 1966.

Support facilities at Charleston and New London, Conn., are being expanded to care for the needs of the off-duty submariners and their families.

And Now, All Is Well

It's not easy to drill 400 feet through marble, but a group of Seabees did it in Vietnam, to provide water in an area where the supply was not adequate.

A Marine unit, stationed at a helicopter base in Da Nang, had a water shortage because their shallow well kept going dry.

A 20-man detachment from MCB-9 moved in with a drill rig and other equipment and turned to. Everything was easy down to 67 feet. Then the drill hit granite and marble.

At 87 feet it was solid marble. Six diamond-tipped drill bits and a few weeks later the drill was 403 feet down and still in marble, but the drilling was a success.

The well is fed by water-bearing fissures in the marble walls. And, at 403 feet, it is reportedly the deepest well in Vietnam.

Jet-Powered Catapult

The Navy is experimenting with a jet-powered catapult to launch Marine Corps aircraft from short, tactical land bases.

The catapult, called the CE-2, is being tested at Naval Air Test Facility, Lakehurst, N. J., for the Short Airfield for Tactical Support Program (SATS).

The CE-2 operates somewhat like shipboard catapult systems, except that a jet-powered turbine instead of steam pressure is used for power.

In operation, the aircraft nosewheel rests on a shuttle and the aircraft is connected to the shuttle by a bridle. An aircraft holdback, similar to those used in shipboard launchings, is also attached.

Power is supplied by the exhaust of a J79-8 turbojet engine, which turns a turbine, which is in turn attached to a capstan which rotates the launching cable.

Before launch, the turbine is locked with a brake. On launch, the brake is released, the jet engine's throttle advanced to the required setting, the holdback breaks and the aircraft accelerates and takes off.

In the event of a wind change, the takeoff direction can be reversed by attaching the shuttle to the return cable at the terminal end.

The SATS Program requires a launching system that is trackless, lightweight, quickly installed and easy to transport to tactical landing areas. The CE-2 tests are being performed to determine if this catapult can meet those requirements.

Cost Cutting at San Pedro

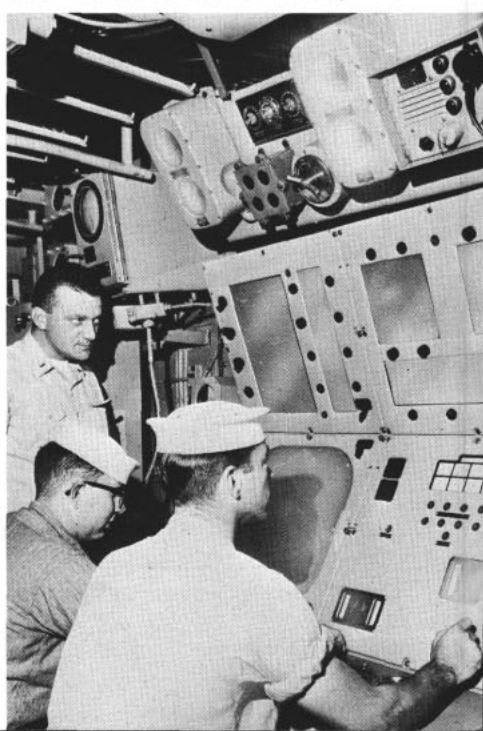
Cost cutting isn't new to the Navy and neither is administration designed to get the most for dollars spent. Nonetheless, economy at the U. S. Navy Fuel Depot at San Pedro, Calif. is an example of what can be and is being done. Here are some specific examples:

- The depot's use of bulk storage and service facilities were improved so drastically that $200,000 could be lopped from its annual budget for alternative storage facilities.
- A pipeline was planned to bring petroleum products from the Los Angeles/San Pedro area to the Miramar Naval Air Station and the San Diego Naval Supply Center.

The pipeline transportation was $100,000 cheaper per year than the old transportation methods.

- Another pipeline delivery system for jet fuel to NAAS, El Centro also saved the Navy about $1000

PACFLT DESTROYERMEN are engaged in on-the-job training in operation of *Asroc* fire control system.



STEAMED UP — S. Stokes, AA, of VT-2 at NAAS Whiting Field, Milton, Fla., operates new steam-cleaning system used on exterior of planes.

per month in transportation costs.

• Personnel requirements were reduced to save another $100,000 on the annual budget. Also, personnel-wise, the U. S. Pacific Fleet Petroleum School was transferred from Pearl Harbor to San Pedro so students could use the school to better advantage, thus saving the Pacific Fleet some money.

Altogether, the savings added up to about $400,000 a year and, as the feller said, "Every little bit helps."

Night Rescue

In the darkness and flurry of activity no one saw Airman Carleton Ingerson blown overboard. The night sky was alive with roaring jet fighters which were being hurled into the air as USS *Saratoga* (CVA 60), under a good head of steam, cruised 35 miles off the Florida coast. Aircrewmen were busy on *Sara's* flight deck, each man making his contribution to the night flight operation.

A few minutes earlier Ingerson had been standing ready for the next plane to approach the waist cats. As a catapult spotter, he would then direct the plane to the proper position for launch. But he never directed that next plane.

Another plane, a *Crusader*, was being directed to the forward cats, and as it swung toward the bow Ingerson was caught in the jet blast and was blown off the flight deck. He plummeted 80 feet into the drink.

It was not long before one of his shipmates noticed that Ingerson was missing and reported it immediately. A call went out for Ingerson and when he failed to answer up the CO proceeded on the assumption that he had gone overboard.

CAPT John Lacouture, USN, in command of *Saratoga*, dispatched USS *MacDonough* (DLG 8) to the probable area where Ingerson would have gone over. *Saratoga* recovered the aircraft she had launched and reversed course also, along with USS *Sellers* (DDG 11), the other plane guard.

Meanwhile *MacDonough*, faced with the seemingly impossible task of recovering a man who had no means by which to signal, played powerful searchlights over the water in hopes that one of the crew might spot a head bobbing in the seas.

Impossible though it may seem, it was only a short time afterwards that Dennis M. Adams, SM2, spotted something in the water and alerted *MacDonough's* bridge. As *Saratoga* approached the area, *MacDonough* radioed "We have your man in the water . . . swimming strongly."

Mac launched a motor whaleboat and picked up Ingerson. One hour and 25 minutes after taking an 80-foot plunge from the carrier flight deck Ingerson was safe back aboard ship, none the worse except for a few minor cuts and bruises.

Crew 12 Has Done It Again

The "Outstanding Crew" award presented every six months to the Barrier Force Pacific flight crew evaluated as tops in its field has gone to Crew 12 of the Barrier's Airborne Early Warning Squadron for the third consecutive time.

Competing with other BarPac units, Crew 12 was evaluated on radar and communications effectiveness, general Barrier performance, electronic countermeasures, navigator's charts and records, conduct of crew members, and operational readiness and standardization inspections.

The latest award covered the period 1 Jul to 31 Dec 1963. It was accepted by CDR L. C. Schmidt, commander of the 21 man crew. RADM C. H. Duerfeldt, commander of BarPac, presented the award.

FUEL PUMPER — The oiler *USS Canisteo* (AO 99) arrives at rendezvous point in Atlantic to refuel a destroyer shown cruising in background.

WORKING IN WOOD—Chief Builder Robert W. Mueller, USN, works on a carving of a chief's emblem during his off-duty hours at Bainbridge, NTC.

Physical Fitness Testing Reports to be Simplified

Physical fitness will be "to the fore" in '64 as much as it was last year in the Navy, but there are a few changes in the administration of the program for periodic testing of physical fitness.

First, there is no requirement for district commandants and type, force and air training commanders to submit a report on the state of physical condition within their commands to the Chief of Naval Personnel this fiscal year. This report would normally have been due by 1 September.

Instead, the due date for the report has been changed, commencing in 1965, to 1 February, and will cover the previous calendar year. This means that the period from July to December 1963 will not be reported.

One additional paragraph must be included in the next physical fitness test. An over-all evaluation of intramural sports programs for active duty personnel within the command must be made. As in the past, procedures should be set up within existing chains of command to obtain information necessary for preparation of this report, and the report symbol is still BuPers 6100-1.

This information is promulgated in Change Two to BuPers Inst. 6100.2A of 24 Jan 1964.

A Handy Man With a Chisel

Navymen are expected to show a certain amount of versatility, and some carry it to great lengths. Take, for instance, Chief Builder Robert W. Mueller.

Technically, Chief Mueller is a carpenter attached to the U. S. Naval Training Center at Bainbridge, Md. But if the necessity arises, he can double as a yodeler, folk dancer, interpreter or singing waiter. These days, however, the chief confines his extracurricular activities to wood carving.

As a craftsman, Chief Mueller is not exactly an amateur. Born in Germany, at the age of 14 he entered a school in the Bavarian Forest where he hoped to learn the wood carving trade. Four years later he graduated, capable of carving the intricate figures used in church ornamentation.

But his training did him little immediate good. After graduation, he headed for New York. The employment situation being what it was, he became a yodeling waiter.

When World War II began he joined the Army's Corps of Engineers and was sent to Europe as an interpreter at a U. S. POW camp. After the war he returned to civilian life as a carpenter, then joined the Navy at the outbreak of the Korean conflict. As a Navyman, he supervised construction work at King Three camp near Pusan.

During the slack period after the conflict ended, he began to work with his knives and chisels. Today he spends a large part of his off-duty time making wood carvings for local service clubs and his friends.

Civic-Minded Chief

Dell Hendrix is up to his ears in civic work. He is a master CPO in Pearl Harbor who demonstrates leadership and accepts responsibility even after he takes off his chief's hat

UP-TO-DATE — Whaleboat of *USS Luce* (DLG 7) edges boat of *USS Fiske* (DDR 842) as destroyermen of DesDiv 82 modernize an old Navy sport.

each day. It keeps him pretty busy.

Hendrix has a lively interest in Boy Scout activities because of his two sons, and has a couple of titles following his name in the BSA district.

He manages Little League ball teams, and helps organize the work of keeping the playing fields in condition.

And he's an officer in the Community Association, which aids in the development and planning of community improvement projects.

This knack for making profitable use of his spare time has been beneficial to Hendrix in another way. During his last tour at San Diego he attended night school for four years and earned an associate degree in business.

Pilot Flies on Ground Too

When a Navy pilot devotes more than a normal amount of his time to airplanes, something is likely to happen. He might win lots of trophies, for instance.

LCDR A. W. Snyder of Attack Squadron 25 falls into this category. Besides being squadron maintenance officer and pilot of an A-1H (AD), he is a model airplane enthusiast who goes to the races. He seldom comes home empty-handed.

One of his planes holds a speed record on the West Coast, and he is the proud possessor of over 25 trophies for competition events in 1963.

AIR MINDED — LCDR A. W. Snyder, a Navy pilot of Attack Squadron 25, poses with models he built and raced to win over 25 trophies in 1963.

His models are both jet and propeller class. In 1963 he took them to seven meets in El Cerrito, Sacramento, Pleasanton, Oakland, Monterey, San Jose and Stockton, Calif., and then to the Pacific Coast championships in San Francisco.

His record for the seven meets was five first-place and two second-place trophies for jet speed, and in other categories he racked up 10 first place and five second place trophies.

At the Pacific Coast championships, Snyder won first place jet speed, first place in the National Air Race and three third places in other events.

It was in the National Air Race that his replica of a 1936 Caudron Racer set a West Coast National Air Race speed record of 89.95 m.p.h.

The performance of his stable of airplanes at the championships won for him the over-all meet trophy.

SHELL RACING team of MCB-4, with a Newfoundlander as coxswain, moves to starting buoy of Inter-Town Regatta held at Placentia, Newfoundland.

Good Fantail Liberty

Who needs to go ashore to pull a good liberty? Certainly not Paul Mays, a gunnery department seaman aboard USS *Newport News* (CA 148).

The Second Fleet flagship had pulled into San Juan harbor for a break from training exercises. Rather than hit the beach, Mays started his rest period on the fantail with some fishing tackle.

Sound boring? It didn't turn out to be for Mays. He soon was the proud conquerer of a 30-pound, 45-inch tarpon—reportedly the largest fish ever caught from his ship.

At the time of Mays' big moment, *Newport News*, flagship of the Second Fleet, was on a training cruise in the Caribbean, participating in the Atlantic Fleet's annual training program, Operation Springboard. As might be expected, Mays likes his tour.

THE WORD

Frank, Authentic Advance Information On Policy——Straight from Headquarters

• **OFFICER NUCLEAR TRAINING**—Officers who report for Nuclear Power School from the Fleet or a shore station are now required to serve only two years after completion of the training. Officers who are accepted for nuclear power training upon their commissioning, however, must serve a minimum of four years after completion of training.

Previously, all officers were required to serve a minimum of four years, regardless of their Navy background. The change was announced in BuPers Inst. 1520.88A.

Neither the one-year nuclear power course nor the six-month Submarine School (for officers destined for sub duty) may be counted toward completion of the minimum two- or four-year obligation.

The instruction also tightened the rank requirements for officers who apply for nuclear training. Present policy is to accept only those officers in the grade of lieutenant or below. Last year, lieutenant commanders were eligible.

In addition to meeting rank and obligated service requirements, applicants must be college graduates (or prospective college graduates) with credits in at least one year of college physics plus mathematics through integral calculus.

Applicants who are considered to have the requisite qualifications for the program will be ordered to Washington, D. C., for an interview with the Manager of Naval Reactors, Atomic Energy Commission. After acceptance, they will be ordered to Bainbridge or Mare Island for a six-month academic course. Upon completion of the Bainbridge or Mare Island school, they receive orders for an additional six-month course which involves operational training at one of the prototype sites at Idaho Falls, Idaho; West Milton, N. Y., or Windsor, Conn.

As a general rule, all officers ordered to duty in nuclear submarines or in the engineering and reactor departments of atomic surface craft will be graduates of this school. Submarine candidates must also attend sub school.

Line officers who enter the nuclear power program will remain unrestricted line officers, their sea duty promotion requirement will be safeguarded, and their command opportunity will be enhanced.

• **OPINION POLL**—The opinions of thousands of officers and enlisted personnel regarding various aspects of Navy life will be collected on a regular basis under a new procedure designated Navy Personnel Survey.

The NPS is designed to indicate what Navymen and women really think about programs and procedures which affect them.

Attitudes and opinions expressed will be used in developing future plans and policies, and in evaluating present management programs.

As planned, NPS opinion polls will be taken twice each year. Only men and women serving on active duty will be invited to fill out questionnaires.

With the exception of personnel in certain categories (see below), 10 per cent of all male officers, and five per cent of all enlisted men on active duty, will receive NPS forms.

Women officers normally won't be queried. However, some 20 per cent of all enlisted Waves will take part on a once-a-year basis.

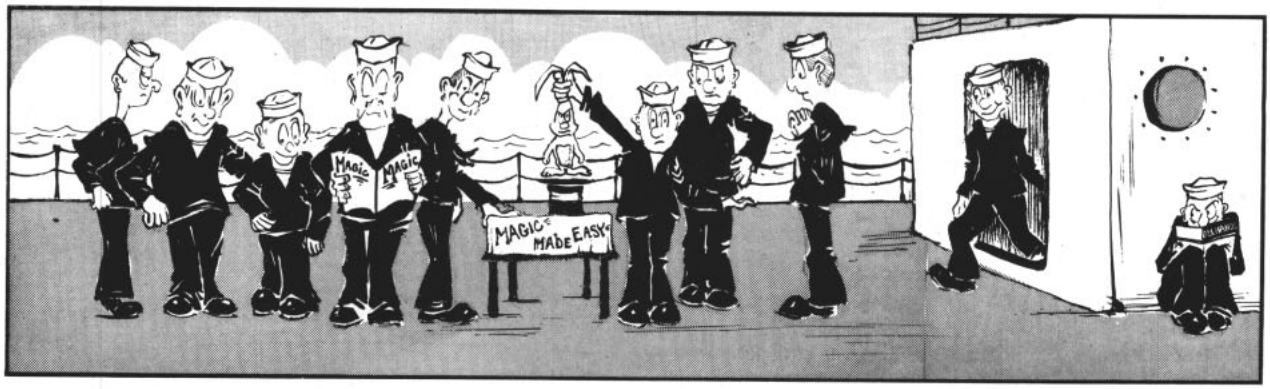
Those not eligible for polling are flag officers, transients, hospitalized personnel, Reservists on active duty for training or temporary active duty, personnel in confinement, recruits, and men and women undergoing training which leads to a commission.

The NPS is described in SecNav Inst. 1000.8.

• **SEAVEY SEGMENT 2-64**—Navymen in the 21 ratings included in Seavey Segment Two will start receiving orders in June which direct transfer ashore in October, provided they meet the sea duty commencement cutoff dates for Seavey Segment 2-64. These dates have been announced in BuPers Notice 1306 of 16 Jan 1964.

It should be noted that Segment Two Seavey assigners at BuPers only *begin* to issue orders in June of the year a man meets the Seavey cutoff date. Orders continue to be issued until June of the following year, or until every man has received a shore duty billet.

Inquiries to BuPers, asking where and when you may be assigned, cannot be answered satisfactorily until *at least* June of the year you fulfill the requirements to meet the Seavey cutoff date. However, if curiosity begins to kill the cat, consult Column W of the Enlisted Distribution and Verification Report (BuPers Report



YOU CAN'T PULL ALL HANDS out of a hat, so pass this copy on. Nine other shipmates are waiting to read it.

1080-14) which identifies your Seavey status by the use of a four-position code. Most inquiries can be answered within the command by use of the VEY status code.

Here are the sea-tour commencement cutoff dates for Seavey Segment 2-64:

RATE	DATE
CSCM, CSCS, CSC	Dec 60
CS1	Sep 60
CS2	Jun 61
CS3, CSSN	Mar 62
SHCM, SHCS, SHC	Sep 62
SH1	Dec 58
SH2, SH3, SHSN	Dec 56
MMCM, MMCS, MMC	Jun 59
MM1	Jul 57
MM2	Aug 58
MM3, MMFN	Dec 61
ENCM, ENCS, ENC	May 59
EN1	Sep 57
EN2	Mar 58
EN3, ENFN	Sep 61
MRCM, MRCS, MRC	Sep 60
MR1	Mar 60
MR2	Mar 61
MR3, MRFN	Dec 61
BTCM, BTCS, BTC	Dec 58
BT1	Jun 56
BT2	Jan 57
BT3, BTFN	Sep 60
BRCM, BRCS, BRC	Jan 59
BR1	Apr 59
EMCM, EMCS, EMC	Jul 60
EM1	Sep 58
EM2	Sep 59
EM3, EMFN	Jun 62
ICCM, ICCS, ICC	Apr 61
IC1	Mar 60
IC2	Apr 60
IC3, ICFN	Oct 62
SFCM, SFCS, SFC	Oct 59
SF1	Sep 57
SF2	Nov 56
SF3, SFFN	Sep 60
DCCM, DCCS, DCC	Jul 61
DC1	Jul 58
DC2	Oct 57
DC3, DCFN	Jun 61
PMCM, PMCS, PMC, PM1	Oct 60
PM2	May 59
PM3, PMFN	Jun 60
MLCM, MLCS, MLC	Jun 61
ML1	Jun 61
ML2	Mar 58
ML3, MLFN	Mar 61
EACM, EACS, EAC, EA1, EA2, EA3, EACN	Oct 62
CECM, CECS, CEC, CE1	Dec 61
CE2	Mar 62
CE3, CECN	Oct 62
EOCM, EOCS, EOC	Jun 62
EO1	Sep 61
EO2, EO3, EOCN	Oct 62
CMCM, CMCS, CMC	Dec 61
CM1	Mar 61
CM2	Dec 60
CM3, CMCN	Oct 62
BUCM, BUCS, BUC, BU1	Dec 61
BU2	Jul 60
BU3, BUCN	Oct 62
SWCM, SWCS, SWC	Mar 60
SW1	Dec 58
SW2	Dec 59
SW3, SWCN	Oct 62
UTCM, UTCS, UTC	Mar 62
UT1	Dec 60
UT2	Jun 60
UT3, UTCN	Dec 60
SDCM, SDCS, SDC	Mar 62
SD1	Jun 59
SD2	Feb 60
SD3	Jun 59
TN	Dec 61

New normal shore tours were established for the following rates for personnel who will be received for such tours on or after 1 Oct. 64.

RATE	TOUR LENGTH Old	New
CSCM, CSCS, CSC	30	24
SHCM, SHCS, SHC	30	36
ENCM, ENCS, ENC	30	24
MRCM, MRCS, MRC	36	30
ICCM, ICCS, ICC	30	24
PMCM, PMCS, PMC	30	24
MLCM, MLCS, MLC	30	24
EACM, EACS, EAC	30	36
EA1	24	30
CMCM, CMCS, CMC, CM1, CM2	30	24
BUCM, BUCS, BUC	30	24

• OPEN RATES—The "open rate" list has been revised. The new list applies to active duty TAR personnel and to qualified inactive duty Reservists who wish to be recalled to active duty.

TAR personnel whose rates are included in the list below are eligible, upon the expiration of their current active obligated service, to be separated from the TAR program and be ordered for general assignment. Upon completion of 12 continuous months of general assignment, and if qualified, they may be enlisted in the Regular Navy.

Inactive duty Reservists in any of these rates may volunteer for active duty general assignment if they are of a computed age of less than 31 years. (In the case of Waves, the computed age must be less than 26 years.) Computed age is determined by deducting from calendar age all active service (other than duty for training) performed in the Navy, Naval Reserve, Fleet Reserve, U. S. Coast Guard or U. S. Coast Guard Reserve. Men must not, however, have reached their 40th birthday.

Personnel must be eligible under the provisions of BuPers Inst. 1300.28A.

Fleet Reserve personnel in pay grade E-6 or above who are physically qualified for duty afloat or ashore, in the ratings of RM, ET, SO, MT or FT are eligible for recall to active duty if:

- They agree to remain on active duty for a period of two years.
- They have more than two years remaining before becoming eligible for retirement with 30 years' service.

In the revised open rates list, the following rates have been dropped: AM3; AO3; CE3; GMTC; GMT1; PH3; and TM2.

Following are the current open rates:

QM1, QM2, QM3	IC2, IC3
SM1, SM2, SM3	SF3
RD1, RD2, RD3	AT3
SOC, SO1, SO2, SO3	AXC, AX1, AX2, AX3
TM3	AQ1, AQ2, AQ3
MTC, MT1, MT2, MT3	AC3
FT1, FT2, FT3	ABH1, ABH2, ABH3
GMT2, GMT3	AE3
ETC, ET1, ET2, ET3	PR3
DSC, DS1, DS2, DS3	AG3
OM3	PT3
RM1, RM2, RM3	AR, AA, AN
CTC, CT1, CT2, CT3	SR, SA, SN
MA3	FR, FA, FN
MM1, MM2, MM3	CR, CP, CN
BT3	TR, TA, TN
BR1	HR, HA, HN
EM2, EM3	DR, DA, DN

The List is published as Change Three to BuPers Inst. 1130.4G.

• SCHOLARSHIPS — Children of commissioned or chief warrant officers in the 12th Naval District's Medical, Dental, or Medical Services Corps are eligible to apply for an annual $300 scholarship. The scholarship is offered by the Officer's Wives' Club of the Oakland Naval Hospital.

The award is an outright grant made each year, not to exceed $300. The number and value of the scholarships will be determined by the sponsoring club.

To apply for the scholarship, the applicant's Navy parent must be serving on active duty or on extended Reserve duty within the 12th Naval District. If the Navy parent has died or retired, he must have served his last active duty within the area of the 12th Naval District.

Those who compete for the award will be judged on the basis of merit and scholastic promise with no reference to financial need except in case of equally worthy applicants. Application forms may be obtained by writing: Administrative Officer, Naval Hospital, Oakland 14, Calif.

THE BULLETIN BOARD

Rotating to Rota? These Travel Tips Should Interest You

THE NAVAL BASE at Rota, Spain, is the Navy's largest installation in Europe. A joint base, under both Spanish and American commanders, the installation covers more than 6000 acres at the northeast corner of Cadiz Bay. It is the beginning of the 485-mile pipeline that feeds fuel to the Air Force bases in the interior of Spain and, it is a major supply center for the Sixth Fleet as well. Its aircraft and port facilities can handle the biggest and the fastest warplanes and warships in the Fleet.

Dependent Travel

You will be told when you receive orders whether travel of your dependents is authorized at government expense. Then you must decide whether your family should travel with you. Unless you're a senior officer or upper pay grade petty officer, the waiting period for base housing can be more than 90 days. Off-base housing is substandard and inconvenient, especially if you have small children. For this reason, you may wish to leave your dependents in the States until adequate housing can be obtained.

If you decide to take your family, have your personnel officer request entry approval. If you travel alone this can be taken care of after you are aboard. Entry approval and concurrent travel will usually be approved, even though government housing may not be available.

Passports are required for military dependents for entry into Spain and travel to other parts of Europe. Dependents may receive from the Bureau of Naval Personnel the necessary information on obtaining passports. Passports are not required for military personnel going to Spain for duty.

A sponsor is appointed to answer your questions and help you settle. If you have not heard from your sponsor and are taking leave before departing the States, write the Commanding Officer, giving an address at which your sponsor can contact you. He will meet you with transportation at point of arrival. Hotel reservations will be made if necessary. Advise your minimum space requirements and the most you can afford to pay, and let your sponsor know when and where you are arriving.

Everyone is required to have immunizations. Your dependents can obtain shots at any U. S. military clinic without cost.

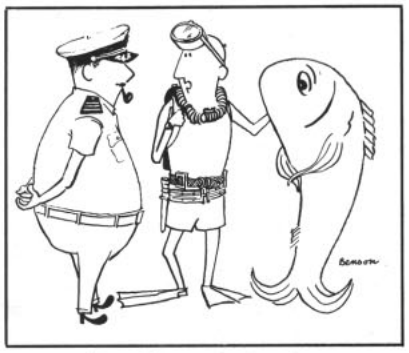
There is no U. S. banking facility in the area. You should make arrangements for checking and savings accounts before you leave. If you already have them, give the bank your new address.

Travel via Commercial Ship. — It would be wise to time your arrival in New York no later than 24 hours in advance of the ship's departure. Housing is available for Navy-sponsored passengers at the Fort Hamilton House in Brooklyn. Contact the Navy Overseas Passenger Transportation Office, Brooklyn Army Terminal, Brooklyn, New York. It is advisable to have with you sufficient funds to defray expenses that may arise due to unforeseen departure delays.

First Days in Spain

If you arrive at Torrejon AFB, via MATS or commercial aircraft, you will be met by a Navy ATCO representative. If your debarkation port is Algeciras, Spain, via commercial ship, you will be met by a Navy representative from Rota for the trip to the base about 60 miles away.

All-Navy Cartoon Contest
Robert J. Benson, DMSA, USN



"I met him on the last dive. Says he wants to join up."

Almost all families will have to spend some time in a hotel. In some cases, it is necessary to move larger families directly into off-base housing. If you do not wish to leave the choice of quarters up to your sponsor, he will help you decide whether or not to leave your family until you can make satisfactory arrangements.

Military personnel living in hotels while awaiting housing are entitled to a Temporary Lodging Allowance. This allowance ends after 60 days, or on moving to government quarters, or occupying non-hotel accommodations. The allowance begins the day you report aboard. If your family is not with you, you cannot draw the allowance; however, the 60 days is totaled from the time you check into the station. For instance, if you checked in 1 January and your family came aboard 1 February, you would have only 30 days to draw the special allowance. Temporary lodging allowance for living in hotels may also be drawn during the 10 days before your detachment. Current allowance rates may be found in *Joint Travel Regulations*.

Breakfast at hotels is the "continental" type — rolls and coffee, served on request in your room, or in the dining room. Most hotels will serve a U. S. type breakfast, but it is expensive. Lunch is the day's big meal and is served from one to 3:30 p.m. The evening meal is from nine to 11 o'clock. If you prefer, as many do, to eat aboard the base, there is a dining room at the Air Terminal, and all service clubs serve U. S. meals.

Don't over-tip. Most hotels and restaurants normally include a 15 per cent service charge, which takes care of the tip—check your bill to see. A one- or two-peseta tip is adequate for minor services by doormen, bellhops, etc. The 15 per cent tip is usually best in most cases.

Housing

Housing On-Base—Government family quarters are located on the base about three miles from the station's administrative and shopping center.

All units are of modern, concrete, ranch-style design with tile roofs and concrete tile or cork tile floors. They have central heating (oil burners) and electric water heaters. All utilities such as fuel oil, electricity (115/220 volts, 60 cycle), sewage, garbage collection, and care and maintenance of interior, exterior, and grounds of quarters—except for tenant-installed shrubs and plants—are furnished by the government free of charge.

Assignment of other than billet quarters to military personnel is based on priority determined by a point system according to rate/rank, time of reporting, date of request, time in service, and date of rank.

All units are furnished with simple, modern furniture.

Enlisted Barracks – There are four three-deck barracks for enlisted personnel. CPOs are assigned quarters in their own dormitory. PO1s are billeted two to a room in the wings of the main barracks. Other enlisted personnel are berthed in the wings, four or six to a cubicle, with two clothing lockers apiece. The barracks have rooms set aside for recreation, reading and writing. Games are available for check out. In addition, there is a pool room and a music room for those with phonographs or tape recorders. The general mess, swimming pool, library, chapel and Navy Exchange facilities are near the barracks.

Furnishings

It would be wise to leave your large items in storage unless you expect to live off-station permanently. When writing your sponsor, ask how long you can expect to wait for base housing and what he recommends for off-base furnishings. However, it is the policy to have occupants use privately-owned furniture in assigned quarters when your household goods have been shipped at government expense.

If you have them, bring your sewing machine, vacuum cleaner with ample disposal bags, floor and table lamps for living room, electric blankets, shower curtain, throw rugs, doormats, garden furniture, lawn mowers, record players, FM radio, air conditioners, curtain rods, and children's furniture. Also bring your old curtains—unless you like living in a fish bowl. They may prove adequate until you can obtain new ones or have some made. Be certain your electrical appliances are in good order.

If you have a washing machine in good condition, bring it, unless it is automatic and you plan to live off-base. The quarters on-base are equipped to handle automatic and wringer type washers. Families with small children will find it desirable to have a dryer, as there is no diaper service. Rains are heavy and frequent during the winter.

Hold baggage which will accompany you aboard ship should include such items as an iron, electric frying pan, toaster, coffee-maker, etc. Even if you expect to move on-base soon, you will probably spend some time in a hotel. These appliances will be helpful in preparing small snacks, especially for children who can't wait until 9 p.m. for dinner. Your picnic cooler thermos is also valuable for storing food and water from the base.

You can rent, at a small charge, a "hospitality kit" on request to the Officer's Wives Club or the Enlisted Navy Wives Club. This includes sheets, blankets, dishes, pots and silverware.

There is no American television aboard the base or in the area. There is a Spanish station in Sevilla, about 77 miles away, whose programs can be received at Rota if you have a high antenna. All programs are in Spanish and the variety is limited. Stateside sets must be adjusted at a cost of about $25. There is an Armed Forces FM radio station on the base. On the air 17 hours each day, its programs include news, music and drama shows.

Clothing

Although you will be living in sunny Spain, there is a cold dampness during the winter. Therefore, winter coats are necessary. Also rain equipment for the entire family, including rubber boots, is desirable.

The long summer in Rota calls for all kinds of summer clothing. In the rainy season after November the weather is usually cold, and a heavy waterproof - windproof carcoat for each member of the family is useful. Mail-order houses are a source of replacement but it takes six to eight weeks for delivery.

In addition to the Rota Navy Exchange, there is an Air Force Exchange in Sevilla, a two-hour drive from the base. Both exchanges carry stocks of inexpensive ready-made clothes.

Women who use particular brands of shoes or cosmetics would do well to bring them along, as the supply in Rota is limited. Some children's clothing can be bought in the exchange, though items such as shoes, house slippers and underwear may

NOW HERE'S THIS

Skua, Eagle of the Antarctic

A favorite photographic subject of Navymen working with Operation Deep Freeze is the skua—a large, graceful bird nicknamed, among other things, "Eagle of the Antarctic."

Skuas resemble gulls and petrels found near Antarctic shores, but have hawk-like beaks and are much larger, with a wingspan of from four to six feet. They have been known to attack man, but are willing subjects for shutterbugs who don't venture too close.

Deep Freeze scientists find the skua interesting for reasons other than photography, not the least of which is its amazing homing instinct. The birds migrate to the north as the Antarctic winter darkness approaches, and return to the cold continent for nesting during the summer season.

Skuas tagged in Antarctica under bird-banding programs have been recovered from South Africa, Australia, Peru, Chile and New Zealand.

A test of the skua's ability to pinpoint his home was made when scientists carried a bird nearly 800 miles inland from McMurdo Station. The skua was released, flew across the featureless Antarctic terrain and, within 10 days, had returned to its nest.

The birds feed on fish and other wildlife, and build their nests near penguin rookeries.

—Bruce M. Bryant, JOSN, USN.

be limited in size and quantity. Baby clothes and furniture are also limited. Clothing for young boys is limited in size and quantity.

Although good woolen and tweed material can be purchased in Gibraltar, about three hours away, it would be wise to take American materials, cotton and woolens, for Spanish dressmakers to work on. Prices for seamstresses are fair. Good material can be purchased in Rota, but the choice is limited, and wool is expensive. Patterns have to be ordered from the States. Men's suits can be tailor-made in Spain and Gibraltar.

Civilian clothes are authorized and encouraged for off-base wear. Even during the long warm season a coat and tie are required off-base after 8 p.m., and at all times in hotel lounges, hotel bars, restaurants, and at public events such as bullfights. Such clothing as tight-fitting or collarless sport shirts, levis and blue jeans, and two-piece bathing suits, are not considered acceptable. Shorts and slacks should not be worn in public. When visiting churches, women are required by custom to cover their arms and heads.

Schools

Grades run from one through 12. Bring birth certificates for any children to be enrolled in kindergarten or the first grade, report cards indicating grade levels, and copies of transcripts for junior high school students. First grade students must be six years old on or before December 31 of the year they enroll. The local school will write to former schools for the official transcripts of your children, but it is helpful if you can take records for consultation purposes. Parents of high school children should write the Principal, David Glasgow Farragut High, Navy #537, Box 19, Fleet Post Office, New York, N. Y., for information regarding courses and counseling.

Children who are authorized dependents of DOD military or civilian personnel may attend the two or three-year college at the Munich Branch of the University of Maryland in Germany. Costs for tuition and board are reasonable. In the past, sponsors of students living in the European area have arranged for air transportation to and from Munich to attend that branch of the University of Maryland. These flights

All-Navy Cartoon Contest
ENS Nat B. Read, USNR

"Like man, either square away—or Reportsville!"

are strictly on a space-available basis and are the personal responsibility of the sponsor and the student. In other instances space available student-flights have been arranged from England, France, Spain, Italy, Turkey and North Africa for college attendance in the United States under the same conditions of responsibility. For further information write the Munich Branch, University of Maryland, APO, c/o Postmaster, New York, N. Y.

Roman Catholic parents should bring baptismal certificates for children who will be confirmed during their stay in Rota.

Transportation

An automobile is considered essential for families, as public transportation is inadequate. The hub of the shopping center is located about

All-Navy Cartoon Contest
Alfred B. Castro, SK2, USN

"What stock number did you use to order these dogs, Stanley?"

three miles from the housing area.

Driving in Spain can be hazardous. Many roads are narrow, rough and crooked, although almost all of them are paved. The hazardous condition is caused by unbanked curves, narrow streets, wandering domestic animals, horsedrawn vehicles and bicycles.

Rough roads and lack of American auto parts are reasons your car should be in good condition to last a tour of duty. One of the American model compact cars would be ideal for driving in Spain. Your sponsor can quote the current prices of European compacts. The car you take should be in good condition, as parts and labor are scarce.

Liability insurance is compulsory, and it is highly advisable to have complete coverage. Spanish insurance companies provide excellent coverage for American vehicles at prices comparable to those in the U. S.

A commercial bus service runs from the industrial area in the station to the cities nearby. The hours are set up for home-to-work transportation of Spanish employees and off-duty military personnel.

The Navy Exchange operates a few taxis for on- and off-base use. There is a base shuttle bus running continuously from 9 a.m. to midnight starting at the Puerto Gate, stopping at the BOQ, the offices, hangars, clubs, Rota Gate and return.

Recreation

The Naval Station has a bi-weekly newspaper, *El Rotando*. European *Stars and Stripes* and a fairly complete line of American periodicals are sold in the Navy Exchange.

As for Special Services and clubs, Rota has some of the finest facilities at home or abroad.

The intramural program at Rota includes 13 sports. Rota varsity teams compete in the Spain-Morocco league against Air Force and Navy teams.

The major varsity and intramural sports are basketball, baseball, flag football, volleyball, golf, pistol and rifle shooting, bowling, handball, softball, track and tennis. Soccer, trap and skeet shooting, swimming, ping-pong, pool and archery can also be scheduled.

A stretch of beach on the Bay of

Cadiz just beyond the station housing area has been developed into one of the best warm-weather recreation features at Rota. Facilities include a shaded picnic area overlooking the bay, dressing rooms, a kiddy pool, and shower facilities. Lifeguards are on duty throughout the season.

Picnic areas are located in a pine wood adjacent to the riding stable and skeet range. Facilities include portable barbecue pits, picnic tables, head facilities, and horseshoe and volleyball areas. Special services will deliver charcoal, ice and ice chests as requested.

Both lightweight and American-type bicycles are for rent at 10 cents an hour or $1.00 daily. The bicycles may be used outside the base during daylight hours only.

Films, at no admission charge, are shown three times daily – at 1430, 1830 and 2100–in the 500-seat station theater. The theater may be reserved for lectures and training films. La Playa Players, a little theater group, presents dramatic productions.

The hobby shop has an auto motor hobby repair area, photographic laboratory, leather tooling facility, electronics area, model-making shop, carpenter shop, and a ceramic area. Raw material may be bought at the hobby shop.

List of Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Who's Been Sleeping in my Bed (2550) (C) (WS): Dean Martin, Elizabeth Montgomery.

Take Her She's Mine (2551) (C) (WS): Comedy; James Stewart, Sandra Dee.

All The Way Home (2552): Drama; Jean Simmons, Robert Preston.

The Big Carnival (2553): Drama; Kirk Douglas, Jan Sterling.

Whispering Smith (2554); Alan Ladd, Brenda Marshall (Re-Issue).

Love Letters (2555); Jennifer Jones, Joseph Cotten (Re-Issue).

Reap the Wild Wind (2556); John Wayne, Ray Milland (Re-Issue).

Sierra (2557); Audie Murphy, Wanda Hendrix (Re-Issue).

Tom Jones (2558) (C): Comedy; Albert Finney, Susannah York.

Holiday Inn (2559); Musical; Bing Crosby, Fred Astaire (Re-Issue).

The Brigand (2560); Jody Lawrence, Daze Robbins (Re-Issue).

Alice in Wonderland (2561); Leon Errol, Louise Fazenda (Re-Issue).

China (2562); Loretta Young, Alan Ladd (Re-Issue).

Montana (2563); Errol Flynn, Alexis Smith (Re-Issue).

The Big Clock (2564); Ray Milland, Charles Laughton (Re-Issue).

Desert Fury (2565); John Hodiak, Lizabeth Scott (Re-Issue).

Move Over Darling (2566) (C) (WS): Comedy; James Garner, Doris Day.

Charade (2567) (C): Comedy; Cary Grant, Audrey Hepburn.

Samson and Delilah (2568); Hedy Lamarr, Victor Mature (Re-Issue).

The Greatest Show on Earth (2569); Betty Hutton, James Stewart (Re-Issue).

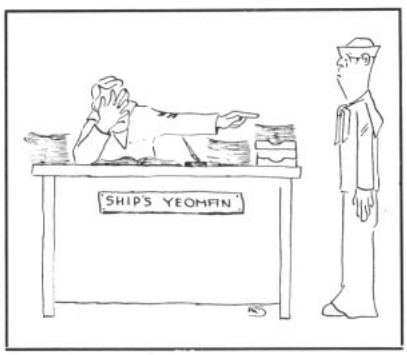
The Day and the Hour (2570) (WS): Drama; Simone Signoret, Stuart Whitman.

Man's Favorite Sport (2571) (C): Comedy; Rock Hudson, Paula Prentiss.

Sunday in New York (2572) (C): Comedy; Cliff Robertson, Jane Fonda.

Surf Party (2573): Comedy; Bobby Vinton, Patricia Morrow.

All-Navy Cartoon Contest
Frederic W. Donour, Jr., PC3, USN



"Go tell the bosun that he knows the chow line isn't stowed here on Mondays!"

Now's the Time to Ask For Those Navy Wings of Gold

Here's an opportunity for junior officers to win Navy wings of gold. Vacancies exist in officer flight training classes. Applications are desired from interested junior officers, particularly those commissioned after 1 Dec 1961.

Selected candidates are sent to NAS Pensacola for six weeks of preflight training. Then they receive eight months of primary and basic flight training while learning to master cross-country, formation, night and instrument flying. An additional four months are spent in advanced training.

Three categories of specialization are open to flight students: helicopter, multi-engine patrol and carrier type aircraft.

Applicants must be less than 26 years of age at time of application; must be physically qualified; and must have successfully completed a minimum of four semesters of undergraduate work or its equivalent at an accredited school.

Applications should be submitted as soon as possible to the Bureau of Naval Personnel. Complete information concerning qualifications and application procedures is contained in BuPers Inst. 1520.20B.

Great Lakes DS School Opens for Business

Classroom training in the Data Systems Technician (DS) specialty is underway at Great Lakes, Ill. A 38-week DS "A" school course, an expansion of the electronics technician school, was opened on 6 Jan 1964.

The first 28 weeks of the course are devoted to basic electronics.

From basic electronics DS students go on to 10 weeks of specialized training in basic computer techniques. This curriculum is geared toward the finer points of servicing and repairing computers, data display and transmission equipment, and the Naval Tactical Data System.

Before the new "A" school opened, all personnel input requirements to DS had been met through changes in rating on the part of senior petty officers experienced in other electronics fields.

POMA—Where a Leading Petty Officer Gets to Be That Way

OFTEN SOMEONE IS described as a "born leader." This is merely a figure of speech. No offense meant to Mother Nature, but there's a lot of making to be done to produce a good leader after he has been born.

Recognizing that this "making of a leader" requires additional help, NAS Whiting Field at Milton, Fla., has established a Petty Officers' Military Academy.

POMA, as it is known, has been operating for a few years now. Its purpose is to reemphasize the need for effective leadership within the petty officer ranks in the Navy, and to equip its students with a few tools of the trade.

What good is derived from attending a course at POMA? No petty officer can expect a pay raise or promotion just because he has attended.

But he can expect an increased understanding of responsibility, and a gift more precious than money—the gift of self-assurance.

POMA teaches, first and foremost, that *personal example* is the basic element of leadership. You cannot very well, as a leader, reprimand someone for doing something he saw you doing yesterday. By the same token, if you're expecting a topnotch job from a subordinate, it's only natural that he thinks your conception of topnotch is about the same as the last job you yourself completed. And chances are that he matches his thoroughness on a job by the thoroughness of your instructions.

In short, if you are going to expect high performance from your subordinates then you must be a high performer yourself, in many ways. You must be able to say—at least to yourself—"Do as I say *and as I do.*"

If you want to be an effective leader you must also develop good management abilities and display a moral responsibility toward your men.

TO PUT THESE TENETS across in a digestible form to first and second class petty officers, the course at the Petty Officers' Military Academy is divided into six categories.

The instructors are volunteers—three chiefs, two PO1s and an officer. The Academy's student body is drawn from petty officers stationed at Whiting Field. Classes are made up of about 18 students and last for three weeks. They are conducted on a lecture and seminar level.

The first phase of the three-week course is 21 hours devoted to Drill and Command. Military drill teaches self-discipline and helps the students develop a sturdy mental and physical foundation for the instruction which follows. About 17 hours are spent actually drilling, and the other time is spent in the classroom.

The command portion includes instruction on taking orders as well as giving them.

In the second phase, 17 hours are devoted to the subject, Teaching Principles. POs are taught how to prepare lessons (such as for training lectures), how to give presentations, and how to conduct group discussions. During this phase each student is required to prepare and give two 10-minute speeches. The students receive help in developing a skill in self-expression—a very important attribute.

NEXT ITEM in the curriculum is Military Justice, also to which 17 hours are devoted. Students study and review the Uniform Code of Military Justice so they will have a better understanding of the laws they are required to live up to, and in turn what they must inspire their subordinates to comply with. POs are taught various ways to help prevent disciplinary cases amongst their charges; how to exert a favorable influence over prospective disciplinary cases before their actions give cause for punishment.

After Military Justice, students spend 17 hours studying World Situation. This is one of the most popular parts of the course. Here students receive a concentrated background in geopolitics and are lectured on current world affairs. They are thus treated to a broader perspective of their mission, and are provided with a means better to understand current events.

Phase five, a psychology course, is devoted to the study of Human Behavior. An understanding of this subject is essential for anyone who aspires to leadership. Guest speakers contribute to the success of this phase of the course.

The wind-up phase is presented by the base Career Information Team, which gives the students a presentation about the benefits of a naval career.

Then, during graduation ceremonies, the base commanding officer or a prominent guest speaker gives a talk emphasizing the challenge that lies ahead for the petty officers.

Having graduated, the POs return to their normal working environment, better equipped to serve the Navy, themselves and their shipmates.

Less Receiving Station Layovers for Navymen With Overseas Orders

Until recently, a Navyman with orders overseas could expect to check into a MATS or MSTS Navy receiving station for overseas transportation. And there he would stay for two days to two weeks before he could continue on his way. But a new instruction has changed all that.

Under a new system you – and your dependents—will have reservations for transportation overseas before you leave your old duty station. You will report directly to the transportation terminal, check your baggage, and leave for your new duty station immediately.

BuPers Inst. 4650.14 outlines the procedures to be followed when you receive orders to a ship or station overseas (including Alaska and Hawaii).

When your command receives your assignment card, you'll probably be called into the personnel office, where the situation will be explained in detail. You'll then be given several days to decide how much leave you will request and whether or not you will take your dependents with you.

If, when it's time to report back to your personnel office, you still aren't sure about taking your family with you, initiate a request for concurrent travel anyway. It is fairly

easy to cancel or delay the request if you decide your dependents will remain in the States, but it may not be so easy to arrange for transportation, passports and immunizations at the last minute.

Because you will normally not report into a receiving station, you and your family will be expected to be ready to travel when you leave your present duty station. You and your dependents will need immunizations, and your wife and children may need passports and visas. Your command will help you to arrange for these things before you detach.

After you have made your leave request, and your command has decided when you may be released, the personnelmen will determine when you would arrive at the MATS or MSTS terminal. This data will be sent to the appropriate transportation authorities.

When this information is received by the transportation office, you and your family will be assigned reservations on a ship or plane and your leave will be adjusted to end on the day your transportation is due to depart.

If the ship or plane to which you have been assigned for transportation is scheduled to depart within the five days after your arrival, your leave will be lengthened accordingly. Although it is not necessary that you take this extra leave, if you arrive earlier than the reporting date you will be assigned to a receiving station.

On the other hand, if your transportation is scheduled to leave within three days before your arrival at the terminal, your command will be notified. Your leave will then be shortened and your orders modified so that you and your family can catch the assigned ship or plane. Your leave will not normally be cut, however, if you have requested less than 10 days.

Once your terminal arrival date has been set by the transportation authorities, your orders will be processed the same as any other orders. You will be transferred, probably take leave, and arrive at the terminal on the date specified in your next set of orders.

Show up ready to travel. You'll be on your way immediately.

Terminals and Standby Stations for Travel from CONUS

In the following paragraphs, the air terminal serving overseas destinations is given, followed by the appropriate standby reporting stations associated with the terminal. Personnel will normally be ordered to report directly to an air or sea terminal a few hours before departure. There will be no need to go to the standby reporting station unless for some reason, such as lack of funds, it becomes necessary to terminate leave earlier than expected and check in before the time specified in the orders. In such cases personnel go to the terminal if checking in not more than one day early and go to the standby reporting station if checking in more than one day early.

Air Terminals

• **MATS Terminal, Charleston AFB,** Charleston, S. C., serves the following destinations. *Standby reporting stations* are COMSIX (for officers reporting), and NAVSTA Charleston (for enlisted reporting).

Puerto Rico
Canal Zone
Recife, Brazil
Ascension Island
***India**
***Ceylon**
***Pakistan**
Saudi Arabia
Libya

***For travel originating in the Eastern United States.**

• **MATS Terminal, NAS Norfolk,** Va., serves the following destination. *Standby reporting stations* are COMFIVE (for officers reporting), and RECSTA Norfolk (for enlisted reporting).

Guantanamo Bay, Cuba

• **MATS Terminal, McGuire AFB,** Wrightstown, N. J., serves the following destinations. *Standby reporting stations* are COMFOUR (for officers reporting), and RECSTA Philadelphia (for enlisted reporting).

Azores
Bermuda
Iceland
Newfoundland
Greenland
Labrador
United Kingdom
France (except Nice)
Germany
Low Countries
Scandinavia
Spain
Port Lyautey, Morocco
U. S. Sixth Fleet

• **MATS Terminal, Travis AFB,** Fairfield, Calif., serves the following destinations. *Standby reporting stations* are COMTWELVE (for officers reporting), and RECSTA Treasure Island (for enlisted reporting).

Pacific Islands
Far East
Australia
New Zealand
***Burma**
***India**
***Ceylon**
Pakistan

***For travel originating in the Western United States.**

• **MATS Terminal, McChord AFB,** Tacoma, Wash., serves the following destination. *Standby reporting station* is COMTHIRTEEN (for officers and enlisted reporting).

Alaska

• **John F. Kennedy International Airport,** New York, N. Y., serves the following destinations. *Standby reporting stations* are COMTHREE (for officers reporting), and RECSTA Brooklyn (for enlisted reporting).

Italy
Greece
Turkey
Egypt
Lebanon

Sea Terminals

• **MSTS Terminal, Brooklyn Army Terminal,** N. Y., serves the following destinations. *Standby reporting stations* are COMTHREE (for officers reporting), and RECSTA Brooklyn (for enlisted reporting).

Europe
Mediterranean
Guantanamo Bay, Cuba
San Juan, Puerto Rico
Panama

• **MSTS Terminal, Naval Supply Center,** Oakland, Calif., serves the following destinations. *Standby reporting stations* are COMTWELVE (for officers reporting), and RECSTA Treasure Island (for enlisted reporting).

Hawaii
Japan
Korea
Guam
Philippines
Taiwan
Okinawa

• For destinations not listed above, there is no one specific terminal or port of embarkation. BuPers or COMTWELVE are consulted by travel activities in such cases.

Election Year Roundup on Absentee Voting for Servicemen

MOST NAVYMEN will be far from their home states when the elections are held this November. Nevertheless, many of them—and their wives—will join the millions of U. S. citizens who will turn out to elect city, county, state and federal officials.

The Navy families will vote by absentee ballot. All servicemen and their dependents are eligible to vote by absentee ballot in the state where they are legal residents, providing they qualify for voting privileges under the laws of that state.

The Voting Assistance Act of 1955 (Public Law 296) describes recommended procedures for absentee voting by servicemen and their dependents. Each state, however, controls its own voting laws, and though Public Law 296 is being slowly accepted by most states, there are still wide variations from place to place. It's easy to see how claiming your voting privileges can become downright complicated.

But it doesn't have to be.

The Voting Assistance Act also provided for each military command to have a designated Voting Assistance Officer. This officer is available to see that you have all the correct information about your state voting laws and that you don't get tangled up in legal language. As election time nears, he's a good man to contact.

The requirements which you must meet before you can vote in any state fall into three categories: age, residency, and registration and/or application for your ballot.

Here they are in general:

Age – All states except Alaska, Georgia, Hawaii, and Kentucky require that a person be at least 21 years of age in order to vote in a general election. In both Georgia and Kentucky 18-year-olds may vote. Alaska's voting age is 19 and Hawaii's is 20.

Residency—All states and territories require a minimum period of residency as a prerequisite to voting, but the time requirement varies. In some states, six months' residency is all that is needed, while in others you may have to be a resident for one or two years. In South Dakota, for example, you must be a resident of the United States for five years, a state resident for one year, a county resident for 90 days and a resident of the precinct for 30 days.

In most states you, as a Navyman, will get a special consideration on the residency requirement. The state, city, or county (township) in which you lived before entering military service is usually considered your residence while in the service, unless you have taken steps to become a resident elsewhere.

As an example of the residency laws, a man who has lived with his parents in Watkins, Colo., enlists in the Navy at a recruiting office in Denver. He has been a resident of Watkins for six months. Since his residency continues in Watkins while he is in the service, and the residency requirement in Colorado is one year, he will be qualified, under the voting laws, to cast his ballot after he has been in the service for six months.

If you have bought a home in another state since you joined the Navy, you have not necessarily changed your legal residence, even though you live in the house. If you are transferred and rent or lease your home, you have not, by this act, changed your residence. Your voting officer is the best person to clear up this question in individual cases.

Owning a home in a state where you are not a resident, of course, does not exempt you from paying local property taxes.

When you apply for absentee registration or ballot, you must list your legal address as a place where you actually lived before enlistment. In the case of the Navyman who lived in Watkins, for instance, he could claim his Watkins address as his official residence, even though his parents might no longer be residing there. He could not, however, claim residency at the recruiting office in Denver.

The residency laws usually hold that the voting residence of your wife is the same as yours. Your voting officer can also give you specific information on your wife's voting privileges.

Registration and Application – Although most states require that you register before voting, most of them will allow absentee registration. In some states you must register before you apply for your ballot, while in others you may send your registration with your voted ballot.

Some states, Alabama for instance, do not permit registration by mail. If this is true in your home state, it may be possible for you to register the next time you are home on leave. Many states will accept the registration of a minor if he will be of age before the next general election or if he is on active military duty. Again, check with your voting officer.

After you have registered (if preregistration is required) you must apply for your ballot. The easiest way for a Navyman—and his dependents in most cases—to make this application is by using the Federal Post Card Application for Absentee Ballot. Better known simply as the FPCA, it may be obtained from your voting officer who will assist you in filling it out if you desire.

In many states the FPCA can also be used when applying for registration.

In addition to requirements of individual states, you should follow these rules when filling out your FPCA:

- Print or type all information except your signature. Whichever method is used, be sure to include

All-Navy Cartoon Contest
William R. Maul, CT1, USN

"It finally came up with an answer—port is left, starboard is right."

all information, and be sure it is clear and legible. Pay special attention to military addresses (especially abbreviated forms), which are often confusing to civilian officials. Your present address should be printed or typed so clearly that no letter or digit will be misread.

- Your name must appear twice on the card—once printed or typed and once in your own handwriting. Although anyone may fill out the card for you, only you, the applicant, may sign it, unless your state specifies otherwise.
- List your county as well as street address or rural route when giving your legal residence. This helps state voting officials speed action on the application.
- If you had more than one address in a state, give only the most current address.
- Whenever possible, have your FPCA certified by your voting officer, commanding officer or some other commissioned officer or authorized civilian, such as a notary public. Some states will accept certification by a petty officer.

If your state requires certification, and if the FPCA is NOT certified, it will be returned to you—perhaps too late for you to receive a ballot.

- Mail your FPCA as early as your state permits. The card requires no postage.
- Before addressing your application check your state's mailing instructions. In some cases the card is to be addressed to the Secretary of State (who then sends it on to the proper local official). In other instances it must be addressed to a local official such as county clerk, auditor, or election board.

When you receive your ballot, do not open the envelope until you have read the instructions on the outside. This is important because some states require that the envelope be opened in the presence of a commissioned officer, notary public or some other authorized person. If there are no instructions on the outside, you may open it as regular mail.

Inside the envelope you will probably find full instructions to guide you in the absentee voting process. Your voting officer will advise you if you have any technical questions or give you instructions if there were none in the envelope. The actual marking of the ballot, however, must be done by you, in private. This is required by both federal and military law.

All-Navy Cartoon Contest
LCDR Billups E. Lodge, USN

"Four hours out?—Deployment?—Med?—Say, isn't this the family cruise?"

The following state-by-state rules apply to Navymen. The requirements may differ for non-military personnel as well as for your wife and family.

Alabama

Requirements — Residence: One year in state, six months in county, three months in precinct. Must be able to read and write any article of the U. S. Constitution in the English language, be of good character and a good citizen as determined by the Board of Registrars. Must pay poll tax of $1.50 annually unless over 45 or a veteran. (If in arrears, you must pay tax for the two preceding years). Poll tax is due between 1 October and 1 February prior to the election day.

Registration—Permanent, once you have registered. Register in person at the office of the Board of Registrars in county of residence on the first and third Monday of each month (no registration 10 days prior to election).

Election — Federal, state and county officers and presidential electors.

Application for ballot—Mail FPCA to County Registrar in Equity between 45 and five days before election.

Ballot deadline—Must be received by election officials no later than day of election.

Alaska

Requirements — Residence: One year in state, 30 days in district. Must be able to read or speak English. Exception: those who participated in the General Elections of 1924. Minimum age—19.

Registration—Not required in advance; is a part of the voting procedure.

Election — Federal, state officers and presidential electors.

Application for ballot—Mail FPCA to District Magistrate or Secretary of State, Box 971, Juneau, postmarked four to 90 days before election.

Ballot deadline — Must be postmarked on or before election day. (Make sure that registration certificate with the ballot is properly attested to.)

Arizona

Requirements — Residence: One year in state, 30 days in county and precinct. Be able to read the Constitution; write your name; be registered.

Registration — Permanent if you voted in last primary or general election. Apply for registration and ballot simultaneously by FPCA.

Election—Federal, state, local officers and presidential electors.

Application for ballot—Mail FPCA to county recorder within 30 days prior to the Saturday before election day.

Ballot deadline—Will be accepted up to 1800 on election day.

Arkansas

Requirements — Residence: One year in state, six months in county, 30 days in precinct. Payment of poll tax not required of armed forces personnel.

Registration—Not required.

Election — Federal, state, county and local officers and presidential electors. Vote on Constitutional amendments.

Application for ballot—Mail FPCA, witnessed by commissioned officer, to county clerk within 60 days before election.

Ballot deadline — Must arrive before 1830 on election day.

California

Requirements – Residence: One year in state, 90 days in county, 54 days in precinct. May vote for presidential electors after only 54 days in state. Be registered.

Registration – Permanent if you voted in last general election. Apply by FPCA simultaneously for registration and absentee ballot.

Election – Federal, state and local officers and presidential electors. Vote on one legislative bill and Constitutional amendments.

Application for ballot–Apply by FPCA at any time to county clerk.

Ballot deadline–Must be received by state no later than 1700 on day before election day.

Colorado

Requirements – Residence: One year in state, 90 days in county and 15 days in precinct. Be registered.

Registration – Permanent if you voted in last election. Apply by FPCA for registration and absentee ballot.

Election – Federal, state and county officers and presidential electors.

Application for ballot–Mail FPCA to county clerk between 90 days and noon Friday before election.

Ballot deadline–Must arrive by 1700 on election day.

Connecticut

Requirements – Residence: One year in state, six months in town. Read Constitution or Connecticut statutes; be of good moral character and sound mind; take oath of admission as a voter; be registered.

Registration – Mail FPCA, witnessed by non-commissioned officer or above, to town clerk at any time.

Election–Federal and state officers and presidential electors.

Application for ballot–Mail FPCA to clerk of municipality no more than 45 days before election.

Ballot deadline–Must arrive by 1200 election day.

Delaware

Requirements – Residence: One year in state, three months in county, 30 days in precinct. Read state Constitution; write name; be registered.

Registration–Permanent by voting regularly. Apply by FPCA when requesting absentee ballot prior to 30 days before election.

Election–Federal, state and county officers and presidential electors.

Application for ballot–Mail FPCA to the Department of Elections, county of your residence, any time before general elections.

Ballot deadline–Must arrive before 1200 election day.

District of Columbia

Requirements – Residence: One year. Be 21; be registered.

Registration–Send FPCA to D. C. Board of Elections, District Bldg., 20004 prior to 45 days before election.

Election–Presidential electors.

Application for ballot – FPCA mailed for registration serves as application for absentee ballot.

Ballot deadline–Must be received by 2000 election day.

Florida

Requirements – Residence: One year in state, six months in county. Be registered.

Registration–Permanent in most counties if you voted once every two years. Register when applying for absentee ballot, but no later than 30 days prior to election.

Election–Federal, state and county officers and presidential electors. Vote on constitutional amendments.

Application for ballot–Mail FPCA, witnessed by a commissioned officer, to Supervisor of Registration, county of residence, between 45 and five days before election.

Ballot deadline – Must arrive by 1700 day before election.

All-Navy Cartoon Contest
Emmet J. Geisler, YN1, USN

"All right Jowers, what's your excuse for being late for muster this time?"

Georgia

Requirements – Residence: One year in state, six months in county. Read and write U. S. or Georgia Constitution; be of good character and a good citizen; be registered. Minimum voting age is 18.

Registration – Permanent if you voted once every three years. Request "Military Registration Card" from tax collector, tax commissioner or registrar in county of residence at any time. Register before applying for absentee ballot.

Election–Federal, state and county officials and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA any time to Ordinary, county of residence.

Ballot deadline–Must arrive before polls close election day.

Hawaii

Requirements – Residence: One year in state, three months in representative district. Speak, read, write English or Hawaiian; be registered. Minimum age 20.

Registration – Permanent if you voted in last general election. Request "Affidavit on Application for Registration" form from County Clerk (City Clerk for Honolulu) at least 90 days before election. Return the form to reach clerk not later than third Wednesday before election.

Election – Federal, state, county and local officers and presidential electors.

Application for ballot–Mail FPCA to County Clerk (City Clerk for Honolulu) between 60 and 10 days before election.

Ballot deadline–Must arrive before election.

Idaho

Requirements – Residence: Six months in state, 30 days in county. For county elections, six months in county and 90 days in precinct. Read and write; be registered.

Registration – Permanent if you voted in the last general election. Register when voting absentee ballot.

Election—Federal, state and county officers and presidential electors. Vote on certain Constitutional amendments.

Application for ballot—Mail FPCA to county auditor any time up to five days before election.

Ballot deadline—Must arrive before polls close on election day.

Illinois

Requirements — Residence: One year in state, 90 days in county, 30 days in district.

Registration — Permanent if you voted once in last four years. Not required in most counties for armed forces personnel.

Election—Federal, state and county officers and presidential electors. Vote on Constitutional amendments.

Application for ballot—Mail FPCA to board of election commissioners or county clerk no earlier than 100 days before election.

Ballot deadline — Must arrive by day of election.

Indiana

Requirements — Residence: Six months in state, 60 days in township and 30 days in ward or precinct. Be registered.

Registration — Permanent if you voted in any general election. Apply by FPCA for registration and absentee ballot no later than 29 days prior to election.

Election—Federal, state and local officers and presidential electors.

Application for ballot—Mail FPCA to reach clerk of circuit court, county of residence, 60 days before general election.

Ballot deadline — Must arrive by 1800 election day.

Iowa

Requirements — Residence: Six months in state, 60 days in county. Be registered in some places.

Registration—Execute affidavit on back of absentee ballot envelope.

Election — Federal, state, county and local officers and presidential electors. Vote on Constitutional amendments.

Application for ballot—Mail FPCA to county auditor, city or town clerk no earlier than 90 days before election.

Ballot deadline—Must arrive before election day.

All-Navy Cartoon Contest
Joseph J. Hanzel, AE3, USN

"Sure glad there weren't fifty original colonies."

Kansas

Requirements — Residence: Six months in state, 30 days in ward or township.

Registration—Permanent by voting in general elections. Not required of armed forces personnel.

Election — Federal, state, county and local officers and presidential electors.

Application for ballot—Mail FPCA to Secretary of State, Topeka, 65 days before general election.

Ballot deadline—Must arrive by 1300 day before election.

Kentucky

Requirements — Residence: One year in state, six months in county, 60 days in precinct. Be registered. Minimum age: 18 years.

Registration — Permanent if you voted two consecutive years. You will be registered when ballot application is accepted.

Election—Federal, state and local officers and presidential electors.

Application for ballot—Mail FPCA to county clerk prior to 20 days before election.

Ballot deadline — Must arrive before polls close election day.

Louisiana

Requirements — Residence: One year in state, six months in parish, three months in precinct. Be registered.

Registration — Permanent in some places by voting once every two years. If not previously registered, register in person any time except during 30 days before election.

Election—Federal, state and local officers and presidential electors.

Application for ballot—Mail FPCA or other signed request to clerk of court in parish of residence (in Orleans to civil sheriff) between 60 and seven days before election.

Ballot deadline — Must arrive at polls by election day.

Maine

Requirements — Residence: Six months in state, three months in municipality. Read and write English; be registered.

Registration—Apply by FPCA for registration and absentee ballot.

Election—Federal, state and county officers and presidential electors. Vote on Constitutional amendments.

Application for ballot—Mail FPCA to Secretary of State, Augusta, or clerk of city or town of residence any time. FPCA must be witnessed by a non-commissioned officer or above.

Ballot deadline—Must arrive before 1700 on election day.

Maryland

Requirements — Residence: One year in state, six months in county. Be registered.

Registration — Permanent if you voted once in last five years. You are registered when voting by absentee ballot.

Election — Federal officers and presidential electors.

Application for ballot—Mail FPCA to Secretary of State, Annapolis, in time to be sent to Board of Supervisors of elections 10 days before election.

Ballot deadline—Must arrive before polls close on election day.

Massachusetts

Requirements — Residence: One year in state, six months in city or town. Must be able to read the State Constitution and write English; be registered.

Registration—Permanent. You are registered when ballot application is accepted.

Election—Federal, state and local officers, presidential electors. Vote on Constitutional amendments.

Application for ballot—Mail FPCA to city or town clerk any time.

Ballot deadline — Must arrive before polls close on election day.

Michigan

Requirements — Residence: Six

months in state, 30 days in city or township. Must be registered.

Registration – Permanent if you voted regularly. (Once in two years in some places). Apply for duplicate registration forms when applying for ballots as early as 75 days before election. Return forms with ballot.

Election – Federal, state, county and local officers and presidential electors.

Application for ballot–Mail FPCA to reach city or township clerk as early as 75 days before election.

Ballot deadline – Must arrive before polls close on election day.

Minnesota

Requirements – Residence: Six months in state, 30 days in election district. Registration required in some places.

Registration – Permanent if you voted once in four years. Apply by FPCA for registration and absentee ballot.

Election – Federal, state, county and local officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA to county auditor any time.

Ballot deadline – Must arrive before polls close on election day.

Mississippi

Requirements – Residence: Two years in state, one year in election district. Read and write State Constitution; be registered; pay $2.00 poll tax except armed forces personnel and wives when voting by absentee ballot.

Registration – Permanent. Apply by FPCA for registration and absentee ballot. Complete registration four months before general election.

Election–Federal, state and county officers and presidential electors.

Application for ballot–Mail FPCA to reach city or county registrar not earlier than 60 days prior to general election.

Ballot deadline – Must arrive by day of election.

Missouri

Requirements – Residence: One year in state, 60 days in county. Registration required in some places.

Registration – Permanent if you meet voting requirements. Not required of armed forces personnel and their wives.

Election–Federal, state and county officers and presidential electors.

Application for ballot–Mail FPCA to clerk of county court or board of election commissioners, place of residence, any time, for "Official War Ballot."

Ballot deadline – Must arrive before 1800 the day after election day.

Montana

Requirements – Residence: One year in state, 30 days in county or precinct. Be registered.

Registration – Permanent if you have voted regularly. Mail FPCA to reach county clerk prior to 45 days before election.

Election–Federal, state and county officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail a second FPCA to reach county, city or town clerk within 45 days before election. Note: You may not request ballot until registered.

Ballot deadline–Must arrive before polls close on election day.

Nebraska

Requirements – Residence: Six months in state, 40 days in county, 10 days in precinct or ward. Be registered in cities of over 7000 and in Douglas, Sarpy and Lancaster counties.

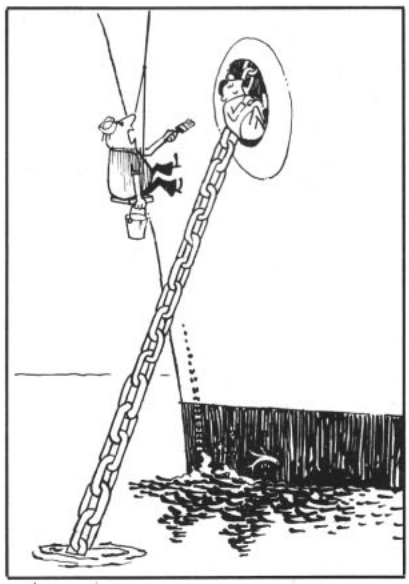
Registration–Permanent where required. Apply by FPCA for registration and absentee ballot. Write in margin, "Please mail registration forms."

Election–Federal and state officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA to county clerk (Election Commissioner in Douglas and Lancaster counties) no earlier than 90 days before election.

Ballot deadline–1000 the Thursday after election day. Must be postmarked before midnight the day before election.

All-Navy Cartoon Contest
Robert J. Benson, DMSA, USN



"Hey boats—remember the yardbird who was missing when we deployed?"

Nevada

Requirements – Residence: Six months in state, 30 days in county, 10 days in precinct. Be registered.

Registration–Permanent for armed forces personnel and their wives. Apply by FPCA for registration and absentee ballot.

Election–Federal and state officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA, witnessed by commissioned officer, to county clerk.

Ballot deadline – Must arrive before polls close on election day.

New Hampshire

Requirements – Residence: Six months in voting precinct. Name on check list at place of residence.

Registration – Check list corresponds to registration. Your name is placed on list when ballot application is accepted.

Election–Federal, state and county officers and presidential electors. Vote on measures.

Application for ballot–Mail FPCA to Secretary of State, Concord, for "Armed Services Ballot" at any time.

Ballot deadline–Must arrive before polls close on election day.

New Jersey

Requirements – Residence: Six months in state, 60 days in county.

Registration – Permanent if you voted once in four years. Not required of armed forces personnel, their dependents, and veterans in VA hospitals.

Election–Federal and county of-

ficers and presidential electors.

Application for ballot–Mail FPCA to reach county clerk any time.

Ballot deadline – Must arrive before polls close election day.

New Mexico

Requirements – Residence: One year in state, 90 days in county, 30 days in precinct. Be registered.

Registration – Permanent if you voted in last two elections. Registration in advance not required of armed forces personnel and wives.

Election – Federal officers and presidential electors.

Application for ballot–Mail FPCA, witnessed by commissioned officer, to Secretary of State any time after 1 July.

Ballot deadline–In time for Secretary of State to forward to county clerk by noon of day before election.

New York

Requirements – Residence: One year in state, four months in county, city or village, 30 days in election district.

Registration – You are registered when ballot application is accepted.

Election – Federal, state, county and local officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA to reach Division for Servicemen's Voting, Office of Secretary of State, Albany, prior to 11th day before election.

Ballot deadline – Must arrive by 1200 on day of election.

North Carolina

Requirements – Residence: One year in state, 30 days in precinct. Read and write State Constitution; be registered.

Registration – Permanent except for armed forces personnel on leaving service. Apply by FPCA for registration and absentee ballot.

Election–Federal, state and county officers as well as presidential electors.

Application for ballot–Mail FPCA to Secretary of State, Raleigh, or to chairman, county board of elections, county of residence, any time.

Ballot deadline – Must arrive by 1200 Saturday preceding election.

All-Navy Cartoon Contest
Emmet J. Geisler, YN1, USN

"Thinks he'll make chief if he keeps laughing at the old man's jokes."

North Dakota

Requirements – Residence: One year in state, 90 days in county, 30 days in precinct.

Registration – Not required for servicemen and dependents.

Election – Federal, state, county officers and presidential electors. Vote on proposals.

Application for ballot–Mail FPCA to reach county auditor, county of residence, within the 30-day period before election.

Ballot deadline–Must arrive within one week after election day.

Ohio

Requirements – Residence: One year in state, 40 days in county, 40 days in precinct.

Registration – Permanent if you voted in last two years. Not required of Navymen and their wives when voting by absentee ballot.

Election–Federal, state and county officers and presidential electors. Vote on measures.

Application for ballot–Mail FPCA to reach clerk of county board of elections, county of residence, after 1 January.

Ballot deadline – Must arrive by 1200 on day of election.

Oklahoma

Requirements – Residence: One year in state, six months in county, 30 days in precinct.

Registration – Not required for the armed forces and their wives when voting by absentee ballot.

Election – Federal and state officers and presidential electors.

Application for ballot–Mail FPCA, witnessed by commissioned officer, any time to secretary of county election board.

Ballot deadline – Must arrive by 1700 Friday before election.

Oregon

Requirements – Residence: Six months in state. Read and write English; be registered.

Registration – Not required in advance for servicemen and dependents.

Election–Federal, state and local officers and presidential electors. Vote on referrals.

Application for ballot–Mail FPCA to county clerk or Secretary of State, Salem, within year of election.

Ballot deadline – Must arrive before polls close on election day.

Pennsylvania

Requirements – Residence: One year in state (six months if previously a resident and returned), two months in election district, precinct, or division.

Registration – Permanent if you voted once in the last two years. Not required of servicemen, but required –via FPCA–for dependents.

Election–Federal and state officers and presidential electors.

Application for ballot–Mail FPCA to county board of elections, county of residence, any time.

Ballot deadline – Must arrive by 1000 second Friday after election, but postmarked no later than election day.

Rhode Island

Requirements – Residence: One year in state, six months in town.

Registration – Permanent if you voted once in last five years. Not required of armed forces personnel and their dependents.

Election–Federal, state and local officers and presidential electors.

Application for ballot–Mail FPCA, witnessed by a petty officer or above, to local board of canvassers and registration prior to 21st day before election.

Ballot deadline – Must arrive by 2100 on election day.

South Carolina

Requirements – Residence: One

(Continued on Page 60)

1964 PRIMARY ELECTIONS

State	Date of Primary	To Vote On the Following	Other Primary Elections
Alabama	5 May	To nominate Federal, State and County officers and Presidential Electors; to elect National Committee members cnd delegates to National Democratic Convention.	2nd or Runoff Primary—2 June
Alaska	11 August	To nominate Federal and State officers.	
Arizona	8 September	To nominate Federal, State and County officers and Presidential electors.	
Arkansas	28 July	To nominate Federal, State and local officers; elect delegates and alternates to National Convention.	2nd or Runoff Primary—11 August
California	2 June	To nominate Federal and State officers; elect delegates to party national conventions and local officers.	
Colorado	8 September	To nominate Federal, State and local officers.	
Connecticut	Varies		
Delaware	15 August	To nominate county candidates.	
District of Columbia	5 May	To elect delegates to National Conventions and officers and members of the D. C. committees of political parties.	
Florida	5 May	To nominate Federal, State and local officers.	Presidential Primary and 2nd or runoff Primary—26 May
Georgia	9 September	To nominate Federal, State and local officers.	
Hawaii	3 October	To nominate Federal, State and local officers.	
Idaho	4 August	To nominate Federal, State and local officers.	
Illinois	14 April	To express party sentiment for President and Vice President; to nominate Federal, State and local officers; to elect delegates and alternates to National Conventions; Representative Committeeman and various judges.	
Indiana	5 May	To express preference for Presidential nominee and elect delegates to State Conventions; nominate Federal, State and local officers.	
Iowa	1 June	To nominate Federal, State and local officers; elect delegates to County Conventions.	
Kansas	4 August	To nominate Federal, State and local officers.	
Kentucky	26 May	To nominate Federal and local officers.	
Louisiana	25 July	To nominate Federal, State and local officers.	2nd or runoff primary—29 August
Maine	15 June	To nominate Federal, State and local officers.	
Maryland	19 May	To express preference for Presidential nominee; elect delegates to State conventions; nominate Federal officers.	
Massachusetts	28 April	To elect delegates and alternates to National Conventions, State Committees, Ward and Town Committees.	15 September (may change)—to nominate Federal, State and local officers.
Michigan	4 August	To nominate Federal, State and local officers; elect delegates to County Conventions.	
Minnesota	8 September	To nominate Federal, State and local officers.	
Mississippi	1 September	To nominate Presidential electors.	2 June—Nominate Federal, State and local officers. 23 June—2nd or runoff primary.

1964 PRIMARY ELECTIONS

State	Date of Primary	To Vote On the Following	Other Primary Elections
Missouri	4 August	To nominate Federal, State and local officers.	
Montana	2 June	To nominate Federal, State and local officers; to elect Committeeman and Committeewoman in each precinct.	
Nebraska	12 May	To elect District Delegates and Alternate District Delegates to National Conventions; to nominate Federal, State and local officers.	
Nevada	1 September	To nominate Federal, State and other officers.	
New Hampshire	10 March	To elect Delegates and Alternates to National Conventions.	8 September—Nominate Federal, State and local officers.
New Jersey	21 April	To nominate Federal and County officers; elect delegates and alternates to National Conventions.	
New Mexico	5 May	To nominate Federal, State and County officers.	
New York	Date to be set.	To nominate Federal State and local officers; to elect Delegates to National and State and Judicial District Conventions, and members of State and County committees.	
North Carolina	30 May	To nominate Federal, State and local officers.	2nd or runoff primary—27 June
North Dakota	30 June	To nominate Federal, State and local officers.	
Ohio	5 May	To elect Delegates and Alternates to National Conventions; to nominate Federal, State and local officers.	
Oklahoma	5 May	To nominate Federal and State officers.	2nd or runoff primary—26 May
Oregon	15 May	To nominate Federal, State and local officers and National and precinct Committeemen and Committeewomen.	Special election—15 May
Pennsylvania	28 April	To express preference for Presidential nominee; nominate Federal and State officers; elect delegates and alternates to National Conventions; members of State and County committees.	
Rhode Island	15 September	To nominate Federal, State and local officers.	
South Carolina	9 June	To nominate Federal and State officers.	2nd or runoff primary—23 June
South Dakota	2 June	To elect Delegates and Alternates to National Conventions, National Committeeman and National Committeewoman, Delegates to State Conventions and members of State Committees.	
Tennessee	6 August	To nominate Federal and State officers; elect Sheriffs and Constables.	
Texas	2 May	To nominate Presidential electors; Federal, State and local officers.	2nd or runoff primary—6 June
Utah	11 August	To nominate Federal, State and local officers.	
Vermont	8 September	To nominate Federal, State and local officers.	
Virginia	14 July	To nominate Federal officers.	2nd or runoff primary—18 August
Washington	15 September	To nominate Federal, State and local officers.	
West Virginia	12 May	To nominate Federal, State and local officers.	
Wisconsin	7 April	To elect delegates to National Conventions, members of the judiciary.	Nominate Federal, State and local officers—8 September
Wyoming	18 August	To nominate Federal and State officers.	

year in state, six months in county, three months in polling precinct. Read and write State Constitution or own $300 in property with taxes paid. Must be registered.

Registration – Request "Registration Card" from Board of Registration, county of residence, any time. Return to Board at least 30 days before election.

Election–Federal and state officers and presidential electors.

Application for ballot–Mail FPCA any time to Board of Registration or Secretary of State, Columbia.

Ballot deadline – Must arrive before polls close on election day.

South Dakota

Requirements – Residence: Five years in United States, one year in state, 90 days in county, 30 days in precinct. Be registered.

Registration – Permanent if you voted in last general election. Mail FPCA for registration and absentee ballot to reach Registration Board, place of residence, prior to 20 days before election.

Election–Federal, state and county officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA, witnessed by a commissioned officer, to county auditor, county of residence, any time.

Ballot deadline – Must arrive before polls close on election day.

Tennessee

Requirements – Residence: One year in state, three months in county. Be registered.

Registration – Permanent if you voted in one state election in four years. Apply by FPCA for registration and absentee ballot.

Election–Federal, state and county officers and presidential electors.

Application for ballot–Mail FPCA to election commission, county of residence, between 40 and five days before election.

Ballot deadline – Must arrive before 1000 on election day.

Texas

Requirements – Residence: One year in state, six months in county. Must have paid poll tax before 1 February ($1.50 state and, if required, $.25 county tax) or have exemption certificate.

Registration–No registration, but poll tax receipt and exemption certificate correspond to registration. See your voting officer for details.

Election – Federal, state, county and local officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA to county clerk with poll tax receipt or exemption certificate. The recommended time is at least 45 days before date of election.

Ballot deadline – Must arrive by 1300 on election day.

Utah

Requirements – Residence: One year in state, four months in county, 60 days in precinct. Be registered.

Registration – Permanent if you voted in last general election. Automatic when you return voted ballot with executed affidavit on back of envelope.

Election – Federal and state officers and presidential electors.

Application for ballot–Mail FPCA to county clerk within 30 days before election.

Ballot deadline – Must arrive before polls close on election day.

Vermont

Requirements – Residence: One year in state. Take Freeman's Oath and have name on town check list; pay poll tax to vote in annual town meeting.

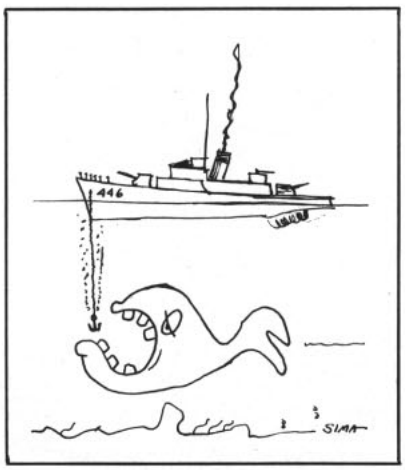
Registration – Voter's check list corresponds to registration. To get on list, take Freeman's Oath in person or by mail on back of ballot envelope.

Election – Federal, state, county and local officers and presidential electors.

Application for ballot–Mail FPCA to town clerk any time.

Ballot deadline–In time to be delivered to election officers before polls close on election day.

All-Navy Cartoon Contest
LT Frederick F. Sima, Jr., USN



"Nothing ever happens on this ship."

Virginia

Requirements – Residence: One year in state, six months in county, 30 days in precinct. Be registered. Poll tax not required of armed forces personnel.

Registration – Not required of members of Armed Forces.

Election – Federal officers and presidential electors.

Application for ballot–Mail FPCA, witnessed by a commissioned officer, to Secretary of State or State Board of Elections, Richmond, any time.

Ballot deadline–In time for delivery to election officials before polls close on election day. (Ballot must be sent registered or certified mail.)

Washington

Requirements – Residence: One year in state, 90 days in county, 30 days in city or voting precinct. Read and write English; be registered. Note: Residence usually refers to period before entering armed forces. Check with your voting officer.

Registration – Permanent if you voted once in the last four years. Apply by FPCA for temporary registration and absentee ballot, or in person for permanent registration.

Election–Federal, state and county officers and presidential electors. Vote on Constitutional amendments.

Application for ballot–Mail FPCA to Secretary of State, Olympia, any time before election.

Ballot deadline–Must arrive within 15 days after general elections; postmarked on or before election day.

West Virginia

Requirements – Residence: One year in state, 60 days in county or municipality. Be registered.

Registration – Permanent if you voted once in period of two primary

or general elections. Request "Application for Absentee Registration" from county clerk of circuit court, county of residence, any time. Return to reach clerk before 30 days before election.

Election—Federal, state and county officers, presidential electors.

Application for ballot—Apply by FPCA to clerk of circuit court, county of residence, to reach clerk no later than the Saturday before election day.

Ballot deadline—In time to be delivered to election officials before polls close on election day.

Wisconsin

Requirements – Residence: One year in state, and a residence of 10 days in election district or precinct.

Registration – Permanent if you voted once in last two years. Not required of armed forces personnel.

Election – Federal, state and county officers and presidential electors. Vote on referendums.

Application for ballot—Mail FPCA any time to county, city, town or village clerk (Board of Elections commissioners, Milwaukee).

Ballot deadline—In time to be delivered to election officials before polls close on election day.

Wyoming

Requirements – Residence: One year in state, 60 days in county, 10 days in voting precinct. Read State Constitution; be registered.

Registration – Permanent if you voted once in last two years. Apply by FPCA for registration and absentee ballot.

Election – Federal and state officials and presidential electors.

Application for ballot—Mail FPCA to county, city or town clerk, place of residence, at least 15 days prior to election.

Ballot deadline – Must arrive in time to be delivered to election officials before polls open election day.

Five New Courses Offered To Enlisted Personnel

Five new enlisted correspondence courses are now available to Navymen. They are: *Boilerman 3 & 2* (NavPers 91512-3), *Aerographer's Mate 3 & 2* (NavPers 91664-2), *Aviation Boatswain's Mate F 1 & C* (NavPers 91680), *Sonarman G 3 & 2* (NavPers 91261-1) Confidential, and *Blueprint Reading & Sketching* (NavPers 91223-3).

The courses have been distributed to appropriate ships and stations for use by Navymen on active duty.

Navy Depositers Will Have An Interest In This Info

It isn't necessary to cut a hole in your pocket if you want to lose money. The Navy Finance Center, Cleveland, knows of an easier way. So easy, in fact, chances are you won't even be aware of a money loss until it's too late to do something about it.

If you have money in Navy Savings, the Finance Center warns that failure to close out your account when reenlisting or extending means that no further interest will accrue on your deposit.

Any time you extend or reenlist you must have your old deposit record book closed and interest computed to the day before the date of reenlistment or extension, and a new account opened.

In recent months a number of Navymen have reenlisted or extended without closing out their old record books. As a result, the savings did not accrue interest during the reenlistments and extensions.

Only after the oversight was discovered, and the Navymen concerned had petitioned the Board for Correction of Naval Records, was corrective action taken.

Such approval by the Board is not automatic, nor is it easy to come by. Therefore, if you have a Navy Savings account and are now serving on a reenlistment or extension, or are planning to extend or reenlist, check with your disbursing office and open up a new record.

WHAT'S IN A NAME

Down South Smoke Eaters

When the alarm clangs at McMurdo Sound's Penguin Fire Department, shiny red trucks don't speed to the conflagration and extinguish it with streams of high-pressure water. But then, McMurdo's fires aren't like those elsewhere in the world.

Destructive fires are never welcome, but in most places they aren't as potentially disastrous as in Antarctica. The extremely dry air and the high winds of the frozen continent could leave burned-out McMurdoites shivering through an isolated winter with short provisions and insufficient shelter.

In place of water, the Seabees of the seven-man fire department usually employ a dry chemical which is carried in 1000- and 2000-pound containers on the three vehicles which the department uses in place of fire trucks.

Fortunately for the people who live there, McMurdo has more false alarms than actual fires—not that anyone is trying to be funny. The Antarctic huts are kept warm by means of oil heaters and, because of the intense cold outside, quite a bit of heat is needed inside.

In each hut, there is a heat indicator on the ceiling which automatically triggers an alarm when the temperature reaches a point between 120 and 132 degrees.

This sometimes happens in an unventilated hut—and the fire department always responds, even though it may strongly suspect the automatic alarm is only crying wolf.

If people spot a fire before the automatic alarm does they dial 333, which rings the phones at both the fire department and on the desk of the Junior Officer of the Day.

As the firefighters rush out to extinguish the blaze, the McMurdo public address system warns the inhabitants to remain in their berthing and working spaces rather than vacate immediately. Rushing unprotected into the Antarctic cold is decidedly unhealthy.

The smoke eating seven now at McMurdo are preparing for their first winter at the bottom of the world. They work six days a week and have the seventh off—unless the fire alarm rings.—James R. Price, JO3, USN.

BOOKS

THIS MONTH'S LIST TELLS OF NAVY'S PERILS AND PROGRESS

IF THE NAVY'S problems and progress of the last year were to be summed up briefly, probably no better vehicle could be chosen than **Naval Review, 1964,** edited by Frank Uhlig, Jr.

As Uhlig says in his preface, "No military thought, any more than policies and operations, ought to be exempt from scrutiny, analysis and discussion." With this in mind, contributors this year discuss such wide-ranging subjects as sea power, the consequences of the computer in making basic decisions, the Soviet submarine force, NATO, Southeast Asia, the Navy and Congress, new developments in the practice of warfare, and the future of the enlisted man. Something for everyone, and each article contains enough meat to keep you chewing a long time.

Review gives the over-all picture. Other titles selected for comment this month offer more details over a longer period. **Wings of Neptune,** by Captain Donald Macintyre, RN, tells the story of naval aviation. Although Captain Macintyre was a pilot in the Fleet Air Arm of the Royal Navy, he attempts—and succeeds in giving—a world-wide picture through the years. Beginning with planes against Zeppelins in World War I, he deftly leads the reader through the development of aircraft carriers and the pioneer efforts of Britain in deck landing and aircraft operations at sea. Then, as he says, in 1922 the first U. S. aircraft carrier was commissioned; with Japan following one year later. He describes the pre-war buildup by Japan and recovery of world leadership by the United States during World War II. The resultant great carrier battles form the climax of the book. Should be of considerable interest to anyone connected with naval aviation.

Both *Review* and *Wings* serve as excellent vehicles of orientation. So, too, does **Exploring the Secrets of Space,** in another context of course. Written by I. M. Levitt and Dandridge M. Cole, this describes the remarkable scientific breakthroughs that have made man's celestial exploration a reality. Most versions of astronomy are pretty tough going for run-of-the-mill laymen like us, but Levitt and Cole have a different approach which can wind up being extremely exciting. In discussing man's survival in space, for example, they offer several possibilities: Man can take his environment along with him, as in the Mercury project; he can change a hostile environment to a benign one, as he changes the deserts here on earth; he can change, through mutations, the type of astronaut that will go into space; or, to go way out in left field, he can build into his space men devices which will extend the unconscious self-regulatory controls of the body, thus permitting involuntary adaption to a hostile environment. Presented this briefly, the whole thing sounds a little Buck-Rogerish, but the authors present their concepts convincingly.

The three preceding titles find us at mid-sweep of the pendulum—between battles, so to speak. However, as the man says—the battle is the payoff. All this merely serves as a buildup for **Battle at Best** (that's a pun, son), by Brigadier General S. L. A. Marshall, USAR (Ret.). Following his own style of on-the-spot interviews with the troops themselves, General Marshall describes eight critical actions of World War II and the Korean conflict. The flavor can best be described by quoting the general himself: "Those who would understand the true nature of war must begin by understanding man's own nature, in its strength and in its weakness and in the fine balancing of good and evil, compassion amid brutality, hope among ruins and laughter in the middle of death, which gives man his unique capacity for survival." Get the idea?

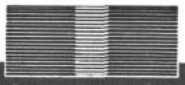
The other two non-fiction selections this month are entirely different. Both are laid in the Far East, but there the similarity ends. **Birds' Nests in Their Beards'** by William Stevenson, sounds like a far-fetched title, but there is a connection with the story. Stationed in Hong Kong as Far East correspondent of a broadcasting company, Stevenson decided to investigate a weird advertisement for birds' nests (some of them costing $500 apiece!). Instead, he found pirates, British smugglers, communists, intelligence agents, Asian intellectuals and the battle going on in Malaysia and Indonesia. You'll have to find out for yourself how it all turned out, but we'll give you a clue—Stevenson has decided to move to Africa. It's safer.

Is Australia considered to be in the Far East? According to the map it's in the neighborhood, but **Cooper's Creek,** by Alan Moorehead is a long way from *Birds' Nests.* Moorehead describes the down-under counterparts of our Lewis and Clark—Burke and Wills. The time; 100 or so years ago. The place; the interior of Australia, or thereabouts. Burke and Wills had headed a party which had set out to travel the bush for the first time from north to south. They met an incredible and uncharted country of sand, swamp and scrub, unbelievable animals and, for the two leaders, death. When Burke and Wills, with one other of the party, King, finally returned (in exceedingly rough condition) to their base camp at Cooper's Creek after ultimately reaching the sea, they discovered to their horror that the rest of the party had departed for home the preceding day. Moorehead couldn't turn out a dull story if he tried.

We suggest you try to remember the name John Le Carre. You'll probably be hearing more of him. For the moment, he has written **The Spy Who Came In From the Cold,** which has been compared favorably with *The Third Man.* It is a dilly, loaded with suspense.

After going all-out for *Spy,* what can we say further about **Best South Sea Stories?** Not much, except that this volume was edited by A. Grove Day and Carl Stroven and, in our opinion, is much better than most of such collections. The editors have done their best to weed out the 19th century romantic school and have come up with some excellent examples of tight, tough, good writing.

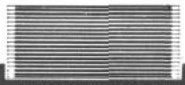
DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ RILEY, HERBERT D., VADM, USN, for service as Director, Joint Staff, of the organization of the Joint Chiefs of Staff, from February 1962 to February 1964. Exercising outstanding professional competence, leadership and acumen in an assignment which embraced the vigorous prosecution of U. S. military policy, as well as involvement in its development, VADM Riley made significant contributions in the advancement and successful accomplishment of national military objectives during this period of recurrent international crises. Of particular note was his brilliant staff work in direct support of the President of the United States; the Secretary of Defense; the Chairman, Joint Chiefs of Staff; the Joint Chiefs of Staff; and the commanders of unified and specified commands during the Cuban confrontation in October 1962.



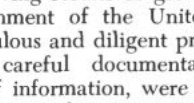
LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ DUNCAN, ROBERT C., CDR, USN, for service during the period August 1961 to February 1964, as special staff assistant and the principal advisor to the Director of Defense Research and Engineering on matters pertaining to guidance, navigation, and flight control. In addition to conceiving and establishing the annual government guidance symposium, he was instrumental in originating and providing the first series of Department of Defense fiscal and program reviews assessing navigation, guidance, and flight control for all services. His foresight and perseverance have resulted in considerable economic savings to the U. S. Government. Through his keen analyses of weapons systems, he has provided valuable guidance to the military services and industry.

★ HEINZ, LUTHER C., RADM, USN, for service during the period November 1960 to November 1963 as Director, Far East Region, Office of the Assistant Secretary of Defense (International Security Affairs). He worked skillfully and effectively with his counterparts and seniors in the Department of State, Agency for International Development, the White House and other elements in the Department of Defense to insure that United States politico-military policies in the Far East were properly planned and implemented. RADM Heinz was particularly effective with those elements in the Congress responsible for the Foreign Assistance Program. This effectiveness resulted mainly from his command of the wide range of facts and complex relationships between the various parts of foreign assistance and his ability to express and defend Executive Branch positions on this program. During his tour he was instrumental in reorienting United States programs in Southeast Asia so that they met more effectively the threat of Communist inspired insurgency.

★ SAMPSON, Jesse E., LCDR, USN, for outstanding service during a period in 1963 while serving as commanding officer of USS *Thornback* (SS 418). Exercising marked professional skill, sound leadership, and keen foresight, LCDR Sampson planned for and successfully carried out a complex, difficult and important independent submarine operation, achieving results of great value to the government of the United States. His meticulous and diligent preparation, and his careful documentation and analysis of information, were important contributions to the success achieved.

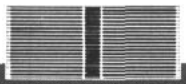


NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ GRIFFIN, Gerald C., LT, MC, USN, posthumously, for heroic conduct while serving as a Naval Flight Surgeon aboard a U. S. Marine Corps helicopter which crashed and burned on a densely wooded mountain ridge while en route to an Army of the Republic of Vietnam command post on 6 Oct 1962. As one of five survivors of the initial crash and subsequent fire, LT Griffin, although sustaining serious injuries from which he later succumbed, immediately concerned himself with the condition of his squadron mates, lending them medical advice and words of encouragement throughout a five-hour wait for rescue personnel. When a doctor and corpsman arrived by helicopter, LT Griffin steadfastly refused medical assistance for himself until the other survivors were cared for. During this period he aided the medical rescue team with his professional and technical knowledge.

★ SOWERS, LARRY D., AN, USN, for heroic conduct on the night of 15 Aug 1963 while serving as a member of the flight deck catapult crew on board USS *Saratoga* (CVA 60) in the Mediterranean Sea off the coast of Sardinia. When an aircraft landed and crashed into other planes parked abaft the island on the flight deck of *Saratoga* during night flight operations, resulting in immediate explosions and intense fires, Sowers repeatedly entered the areas of extreme danger to remove burned or injured personnel to safety. Despite the intensity and fury of burning aircraft, explosions and detonation of live ammunition, he continued in his efforts until he was so severely burned that it was necessary to order him to leave the scene of the fire and obtain medical treatment. Through his outstanding courage and perseverance in the face of extreme personal danger, he was directly instrumental in saving several lives.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ HOCH, Wesley A., LT, USN, for meritorious achievement during the period 20 Feb to 20 Jul 1963 while serving with the Navy Section, Military Assistance Advisory Group, Vietnam, as Advisor to the Vietnamese Fourth Naval District/Fourth Junk Force Coastal District with headquarters at An Thoi, Phu-Quoc Island, Gulf of Siam. During this period, LT Hoch exercised outstanding leadership and professional competence in inspiring and assisting his Vietnamese counterpart in the operation and administration of seven junk divisions and varying numbers of Sea Force ships assigned area support, resulting in the establishment of firm governmental control over selected areas and the denial to the Viet Cong of the use of islands of the Gulf of Siam as effective bases of operation. Through his unusual tact, resourcefulness, and desire to excel in all phases of his advisory duties, LT Hoch has made an immeasurable contribution to the American effort within Vietnam.

TAFFRAIL TALK

IT WAS FITTING that the Navy's only seaman-to-four-star-admiral should pass along some fatherly advice and encouragement upon the occasion of the first big step in his son's Navy career. He was about to receive his commission. Fortunately for about 1000 other new ensigns, who were also to benefit from the reflections of a 40-year naval career, the occasion was made public.

James Ricketts was graduating with Class 64-3 from Officer Candidate School at Newport, and his father, Admiral Claude V. Ricketts, USN, Vice Chief of Naval Operations, was the guest speaker.

ADM Ricketts' naval career began at the bottom of the ladder—in boot camp as a seaman apprentice. There his enthusiasm for study so impressed the drill officer that he ultimately was sent through the Naval Preparatory School, where he won an appointment to the Naval Academy.

Answering some questions he posed early in the graduation address, ADM Ricketts described what qualities he thought were most important to a Navy officer. We think John Paul Jones would have heartily applauded the admiral's address, from which we quote the following excerpts:

Regardless of the importance of scientific achievement, the prime ingredient of our profession is the same as it has always been and always will be—the human being—the individual.

Like most professions, what you get from the Navy, what you contribute to it, will depend largely upon your own efforts.

The naval officer must be a leader. He must combine tact, patience, justice and tolerance to a remarkable degree. He must have the confidence and respect of his men.

A naval officer must possess a high degree of physical stamina. Duty at sea and on shore is rigorous.

A naval officer must be thoroughly devoted to his country. He must have the strong conviction that he is contributing greatly to the security of his country.

As you embark upon your duties, I suggest that you absorb the experiences of every day, and take advantage of opportunities to add to your knowledge. However, I advise expanding your thinking beyond your immediate assignment.

You will find your naval profession an interesting and enjoyable one. I must warn you that not all is glamour. There will be times when you may feel submerged in a big organization. You may feel that you, as an individual, are unnoticed. Don't be misled.

No capable man who is conscientious, willing, and industrious will remain unnoticed for long. The outstanding man is too precious a quantity to be disregarded.

Your career will be unusual if it does not include disappointments and frustrations. Don't let them discourage you. One of the standards by which men are measured is the extent to which they overcome adversity.

Coming from a man as successful and experienced as ADM Ricketts, we think that's pretty valuable advice for any Navyman, of whatever rank or rate.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington 25, D. C.

• **AT RIGHT:** READY TO GO—"Hot Suit" crew members stand by in their protective clothing as a Crusader comes in for a landing on the flight deck of USS Coral Sea (CVA 43) during operations in the Pacific.

A NAVY TRADITION...

...GOOD NEIGHBORS